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PACIFIC FISHERMAN

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ALASKA RED SALMON—A spawning male photographed by W. F. Thompson with underwater camera and "strobe" flash.

A MILLER FREEMAN PUBLICATION

"Swallow" averages 250 days a year in North Atlantic fishing...

Yet owners report,

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There's no doubt about the performance of the 500 h.p. Superior engine aboard the *Swallow*. It's been proved by schedules of 25 to 27 trips yearly (8 to 15 days per trip) on rugged North Atlantic haddock and cod fishing runs.

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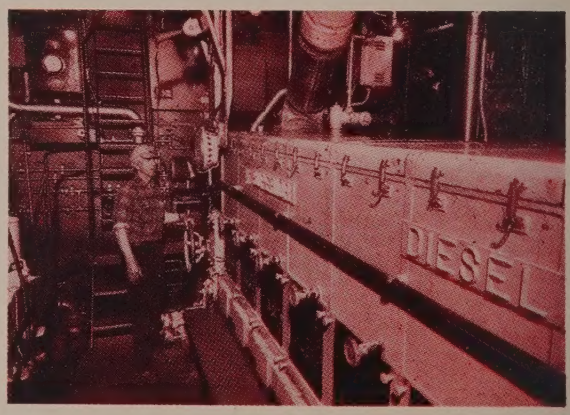
This typical repair-free, extremely economical operation identifies Superior Engines to fishermen in every part of the world . . . and in every kind of marine service. Take the time to compare the truly "marine" quality features of famous Superior and Atlas Diesels when you plan for re-powering or adding auxiliary power. Complete details are available at the nearest sales or service point listed below.



The 500 h.p., 400 r.p.m. Superior Diesel provides the *Swallow* with a speed of 9½ knots. On 8-day trips, lube oil consumption averages a low 20 gallons! U.S. Shipbuilding's companion trawler, *Comet*, is also equipped with a 500 h.p. Superior and has turned an equally impressive payload record.

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PACIFIC FISHERMAN

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DeWitt Gilbert
Editor

Charles L. Shaw
Associate Editor

Stuart F. Leete
Associate Editor

Carlton L. Hillyard
Advertising Mgr.

Mrs. Helen McCauley
Associate Editor

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A. W. Ponsford
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Miller Freeman
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Lawrence K. Smith
Vice President

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Publishing Office
534 S.W. 3rd Ave., Portland 4, Oreg. ..... BEacon 6348

Editorial and Advertising Office
71 Columbia St., Seattle 4, Wash. ..... MAin 1626

Regional Offices
370 Lexington Ave., New York 17 ..... MUrray Hill 3-9294
1791 Howard St., Chicago 26, Ill. ..... ROgers Park 4-3420
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CHANGE OF ADDRESS: Please send notice of change of address to 121 Second St., San Francisco 5, Calif., as early as possible and include both old and new addresses, plus zone number at new address.

ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions and insertion orders should be sent to the Seattle office.

PACIFIC FISHERMAN (with which is combined West Coast Fisheries). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 534 S. W. Third Ave., Portland 4, Ore. Entered as second class matter at the post office at Portland, Ore., under Act of March 3, 1879. Postmaster, please send Notice 3579 to PACIFIC FISHERMAN, 121 Second St., San Francisco 5, California.

A MILLER FREEMAN PUBLICATION

Charles R. Carry Named Director For California Fish Canners Association

● Charles R. Carry, who has been director of the Fishery Products Division of the National Canners Association for eight years, this month becomes executive director of the California Fish Canners Association, according to announcement by Donald P. Loker of Star-Kist Foods, Inc., president of the California association.

In announcing the appointment, Mr. Loker said: "Mr. Carey's 15 years of experience in national and international affairs of importance to fish canners will be invaluable to the future programs we are formulating for the tuna, sardine and mackerel canning members of our association."

In his work with the N.C.A., where he organized the Fishery Products Division and has served as its director from its inception, Mr. Carry has earned wide commendation throughout the fisheries industries and the government as well for his energy, intelligent administration, and sound information.

California Canners Launch Dual Campaign on Tuna Tariff Problem

● While resisting before the Tariff Commission and the Committee for Reciprocity Information any action which might result in concessions to Japan acting to reduce the tariff on canned tuna entering this country, the California Fish Canners Association also is sponsoring a legal attack upon the very constitutionality of the Trade Agreements Act, as well as the interpretation by which tuna canned in brine is admitted at an ad valorem duty of only 12½%. The tariff on standard canned tuna is 45%.

Tuna-in-brine enters this country at 12½% under terms of the trade agreement with Iceland. The C.F.C.A. holds this to be an erroneous interpretation, Donald P. Loker, its president, saying: "Tuna fish, in any form, is not a product of Iceland. It has never been processed there, or even caught by Icelandic fishermen."

The trade agreement program as a whole is attacked as to its constitutionality on the ground that the agreements are, in fact, treaties with foreign countries, which under the constitution must be ratified by a two-third vote of the Senate.

South American Countries Sign Three 200-Mile Limit Treaties

● Meeting in Lima, Peru, early in December, representatives of Peru, Chile and Ecuador signed three international conventions affecting fishing rights off their shores to a distance of 200 miles.

The first of these declares that sovereignty of each of these three countries extends to sea for 200 miles from their coasts.

The second provides for measures designed to exercise control over this maritime zone.

The third provides for the issuing of licenses for exploiting the marine resources of these zones.

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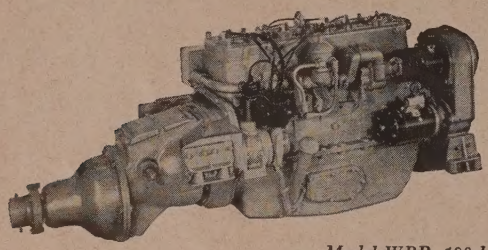

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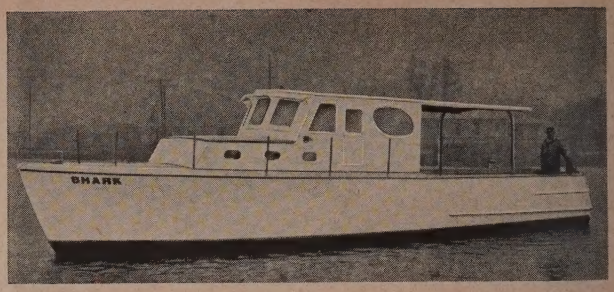

She's going to stay white—Captain Hamilton Landry of Grand Isle, La., has his new cruiser, the *Shark*, fastened almost entirely with corrosion-resisting **Monel Anchorfast Nails** to avoid rust-staining of the white topsides. The *Shark* also has a rugged 2 in. x 12 ft. **Monel Shaft** for long dependable service; and Monel bolts where strength, and resistance to wear and corrosion are most important. Edmund Duiet built this boat in Golden Meadow, La.

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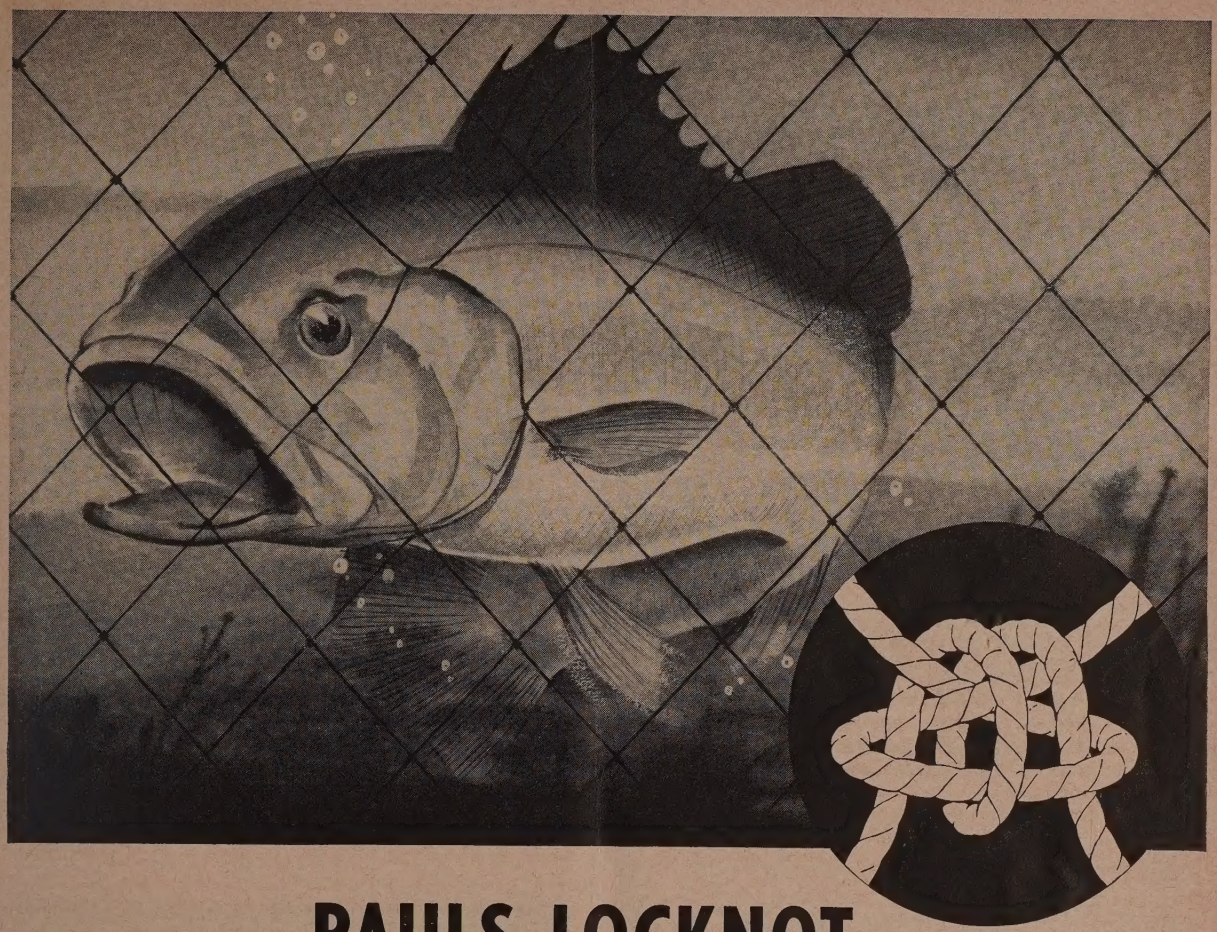

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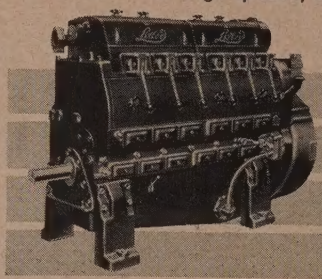

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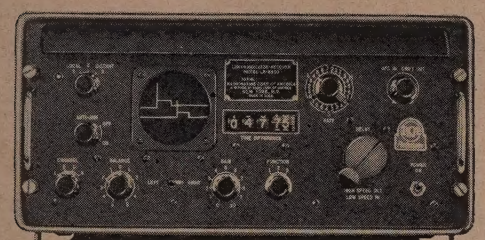

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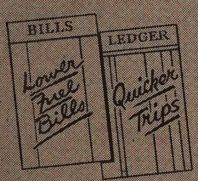

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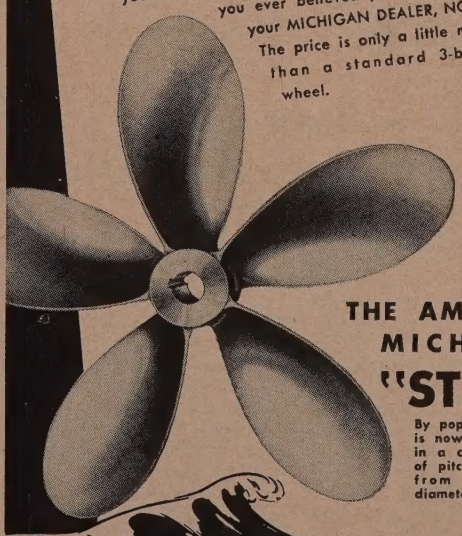

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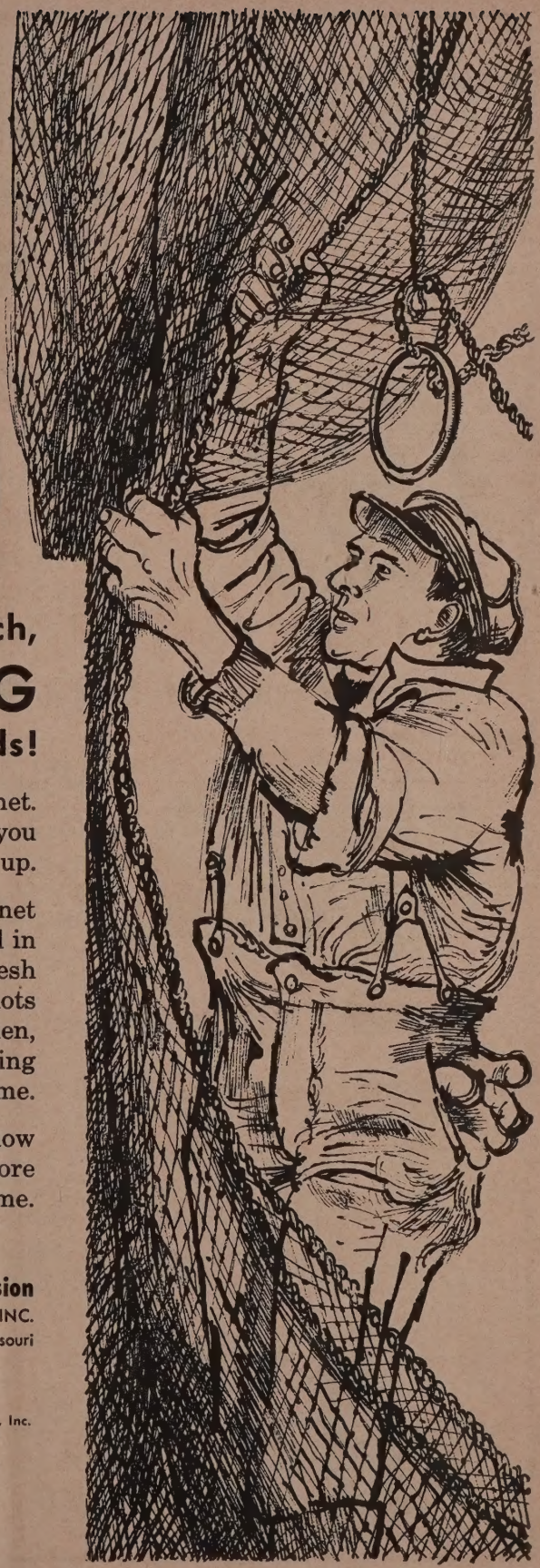

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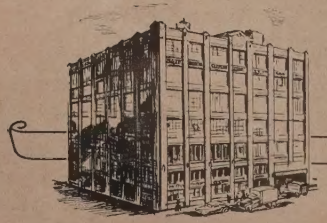

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PACIFIC FISHERMAN JANUARY 1955

What to Do About Sardine Management?

● California's unpredictable sardine resource was subject to pin-point examination by the Interim Committee on Fish and Game of the California legislature, December 8, in Los Angeles.

The meeting, participated in by sportsmen's groups, representatives of commercial fishermen and canners, and the California Department of Fish and Game, synthesized much of what has occurred in the sardine industry during the past years. As readers of PACIFIC FISHERMAN are aware, the case pack of California sardines fell from 5,430,000 cases in 1950 to 64,734 cases in 1953, and in recent years the sardines have disappeared entirely from Northern California waters. Sportsmen groups and others declare that over-fishing is the cause of the apparent depletion. Research scientists, working on the fishery, are firm in saying that there are many other factors equally, if not more, important.

The meeting was one of a series, initiated by Assemblyman Glenn E. Coolidge of the Santa Cruz area, in an attempt to bring together the conflicting elements of ocean sports fishermen and commercial fishermen for some kind of focus on the need for and type of conservation management in the sardine, mackerel, anchovy and other fisheries.

Assemblyman Coolidge at the meeting expressed disappointment that the two groups, long in opposition, had not been able to meet during the past months and to come up with a compromise proposal, designed for conservation but not the elimination of commercial fishing by purse seine or round-haul gear. He pointed to the fact that in the lobster and abalone fishery, the two groups had met during the past month and had agreed upon bills to be introduced to the legislature convening in January. These proposals were read at the meeting by Richard Croker, head of the Bureau of Marine Fisheries, Department of Fish and Game.

There appeared to be agreement on the part of the commercial industry that if management of the fishery is needed, it is preferred that it become the concern of the legislature and not of the Fish and Game Commission, whose only control now on the take of sardines is through the granting or denying of reduction permits. For the past two years the Commission has granted no open reduction permits.

Industry members felt that an increase of the number of cases which are required to be packed from a ton of fish, from 13½ cases to 16 would, in itself, be a conservation measure, and indicated they would accept such a proposal. A moratorium on open reduction was also proposed—such as no reduction for two, four years, etc. Bag limits were discussed, and while it was agreed they would definitely limit the take, practical regulation of this program was admitted to be difficult.

Revival of Fishing and Drastic Legislative Ideas Stir Action

The presentation of their views on conservation of sardines, mackerel and anchovies by commercial fishermen and canners at the hearing was in sharp contrast to that by the California Wildlife Federation, representing sportsmen's groups in California, including the Ocean Fisheries Protective Assn., which came prepared with several clearly defined bills involving California's ocean fisheries, one of which is so drastic as to ban the use of purse seine nets in all California waters for the fishing of sardines, anchovies or mackerel.

Presentation by members of the commercial fishing industry at the hearing did indicate that while no formal bills were then suggested, the industry was increasingly aware of the need for management. These individuals, however, pointed also to the fact that this year, despite the predictions of a very small showing of sardines by scientists involved in research on the sardine, the Southern California fishery had produced close to 60,000 tons as compared to about 2000 tons for a comparable period in 1953. To parts of the commercial industry this

indicated that the sardine has not disappeared permanently or been depleted, but has merely temporarily changed habits or migratory routes.

But in connection with the progressive shrinkage in sardines, it was also brought out at the hearing that compared to the huge takes of sardines in the early years of the 1940s—around 500,000 tons in some years—the 1954-1955 production was small indeed.

When the bills of the sportsmen's groups were read before the Interim Committee, and the drastic effects of such bills, if passed, fully realized by all concerned, it became apparent that there was a definite need for a reappraisal of the desirability for management of the resource and a further meeting between the conflicting groups.

Assemblyman Coolidge did not mince words when he said that unless the two groups, utilizing the resources of the Department of Fish and Game, met with the determination of agreeing upon proposed legislation designed to save a resource, without destroying the livelihood of a large group of human beings, there would be no acceptance by the Committee on Fish and Game of the legislature of any unreasonable, or lack of any constructive proposals at the next session of the legislature in Sacramento.

With this in mind, he named a committee which he requested to meet January 4 in Sacramento to work out logical and reasonable legislative proposals regarding the management and conservation of the sardine and related fisheries.

The committee: John Hawk, Anthony Sokolich, Vince Quantarra, representing labor in the fishing industry; John Real, the boat owners; Montgomery Phister and Don Saxby, canners; George Difani and Bob Ketchum, ocean sportfishing groups; and Richard Croker, California Fish and Game.

Pacific Fisherman's story of the *Sardine*, 1954, cannot reasonably end here.

The Sardine Story must also concern itself with the conflicting interests in the industry itself, a complex industry where Southern California has supplanted, because of the disappearance of the sardines off Northern California, what was formerly the sardine capital of the country.

Again, there is the problem of the end use of the fish — canning or reduction. For canners, great interest lies in which product is in greater demand, at the price they can sell. Sportfishermen, etc., will do well to remember that fish meal now is no longer used largely for fertilizer, but figures predominately as a necessary factor in animal feeding.

Boat owner and fisherman? They declare that during the days when there was apparently an unlimited amount of sardines to be fished in the ocean, and no limits imposed, by canneries, a lower tonnage price could be accepted by them. Now, with limits and with the resource unpredictable, the price must be maintained at a higher level than in the past, it's their contention, in order to make a 15-ton a night limit, for example, a profitable business.

Canners maintain that with a case pack minimum regulation required from a ton of sardines, the quality of the fish delivered must be of the highest, since there is thereby a limit enforced on the amount of rejected fish going into reduction. The fluctuations of the market, foreign and domestic, must also be considered in the buying of sardines and mackerel by canners—foreign competition, too.

As far as conservation of the resource is concerned, members of the commercial industry point out that the limits placed on each boat for a night's fishing—ranging on an average of 15 tons during the current season—has in itself protected the sardine, which has made its re-appearance in modest numbers in 1954-1955.

John Real manager of the Fishermen's Cooperative Assn., at the Interim Committee meeting declared that curtailment or prohibition of purse seine fishing for sardines, etc., would probably result in an increasing development of the sardine canning in Mexico, meaning, specifically, it is presumed, Baja California where in Ensenada are located several sardine canneries.

The commercial industry emphasizes that in any attempt to restrict or abolish altogether the purse seine fishery, there would be the loss of the canned California sardine as a high protein source that has provided a necessary food for people the world-over; that many people are involved in the fishing and canning of sardines and that to eliminate this fishery would be a hardship to all concerned.

On the sidelines of the conflict, as it were, is the California Fish and Game, with its functions of research and management.

And, too, the California Cooperative Sardine Research Program, of which Fish and Game is a part, whose members represent the best of scientists qualified to carry-on studies of a fishery which in 1952, by report of the Committee, was declared in a state of urgency. Quoting from this report, "The urgency of the situation, the import of the research findings, warrant the close study and reflection of everyone interested in California's marine resources."

In 1952 their report declared: "The outlook for the industry for the next two seasons (1952-1953 and 1953-1954): Very bleak; it appears that unless the factor of availability operates so as to increase the catch of older fish, the industry, if it depends upon the sardine alone, must for the next two seasons subsist upon the smallest catches in a generation." (The 1954 report is soon to be off the press.)

The report further states: "The factors that affect availability are as yet unmeasured. If availability should be exceptionally high, it might tend to offset the sparsity of fish.

Availability? That which makes the sardine unpredictable—as yet—oceanographic conditions, food supply. Availability—the condition which makes it difficult for an industry to agree upon a control on fishing which will protect the resource on which it lives and yet maintain the means of man's earning a living from the sea.

What Sportsmen Propose—

Summary of Bills which the California Wildlife Federation proposes to introduce at the 1955 Session of the California Legislature:

(1) A bill to restrict the use of round haul purse seine and nets north of the Mexican border. Would permit the use of lampara nets for taking of bait and would permit a boat to carry purse seine nets, etc., to and from foreign waters or into other states.

(2) Forage fish bill: Would prohibit taking and attempting to take, possess, transport, sell or offer to sell in California or California waters the following forage fish: California sardine, anchovy, Pacific mackerel and herring except for bait or human consumption in fresh or frozen form.

(3) A third bill would prohibit the canning of yellowtail, no matter where caught.

(4) A fourth bill would prohibit any kind of commercial fishing gear in Santa Monica Bay.

SOUTHERN CALIFORNIA Fisheries Association officers and directors, from the left: Irv Rischall, Lakeside Fish Co.; Pogle O'Hara, E. J. Gund & Associates; Frank Camillo, Standard Fisheries, San Pedro; John DiMassa, National Sea Food Co.; Joe Sulentor, Western Fish Co.; Bob Sloan, R. M. Sloan Co.; Bart Ghio, Bart A. Ghio Co.; Ed Gund, E. J. Gund & Associates; George Doizaki, American Fish Co.; Luke Pollock, Triangle Col-Pak. George Slater, Southern State Fish Co., and Lou Johnston, Los Angeles Frozen Foods, are missing. Mr. Sulentor is president of the group organized to promote the sale of fresh and frozen fish in the Los Angeles area.

Tuna Selling and Telling—

Industry Buckles Down to Move Goods; And to Meet Threats of Tariff Moves

● The year 1954 will be accepted by the tuna industry as one which added quite a few gray hairs to the heads of the sales managers of California tuna canneries. The first 11 months of 1954 produced 7,839,703 cases of tuna, not including tuna specialty packs, hitting pretty close to the 1953 total pack of 8,230,351.

Some observers believed there would be a high inventory of about 4,000,000 cases as 1955 began, based on an estimate that the tonnage offered to California canneries was 15% more than in 1953—including imports. What's more, there was considered to be a high tonnage potential from the vessels now at sea, and due to deliver in the last weeks of December and the early weeks of 1955. Also, there were still vessels docked in San Pedro and San Diego waiting two to three weeks to unload tuna held under refrigeration.

Moving the tuna from the warehouse to the grocers' shelves and to the American housewife was the task that sales managers faced and in December they were making plans to work with related food products, such as noodles and peas, to publicize the taste appeal and high protein content of tuna when prepared in a variety of ways.

Further indicative of the "year of change, 1954," for the tuna industry was the fact that the California Fish Canners Association entered 1955 with a change in executive management and structure. The Tuna Research Foundation, located in Long Beach, merged with the CFCA and moved into the Terminal Island headquarters of the canners' group.

● *ATTACK BRINE PACK*—An industry committee in late 1954 engaged the services of the Stanford Research Institute for an analysis of the industry's problems, particularly related to the problem of imports of canned and frozen tuna from such countries as Japan and Peru, and to an industry survey of costs of operating, both from the fishing boat owner's viewpoint and from the canner's. The final report of this study was expected to be completed before the end of the year.

The problem of the increasing amount of imports of frozen tuna, largely from Japan, was of course of greatest concern to owners and crew of the domestic tuna fleet, during 1954, for whereas imports of tuna canned in brine remained about the same for the first nine months of 1954, compared to the same period in 1953, imports of frozen tuna for the same nine months were well ahead of 1953: approximately 51,000 tons as compared to 41,000 tons. There was also a noticable increase in imports of bonito and yellowtail canned in oil over 1953.

Concerning itself with the imports of tuna in brine, largely from Japan, the Southern California tuna industry in early December commenced formal proceedings under Section 516 (b) of the Tariff Act of 1930 to have the Secretary of the Treasury re-classify the dutiable status of imported canned tuna in brine. The application, filed by a Washington, D. C., law firm, also challenges the validity of the present classifications of tuna in brine, and the constitutionality of the entire reciprocal trade agreements program.

● *FLEET'S POSITION* — What was the outlook in 1955 for the tuna clipper owner and crew as far as the increasing amounts of imports of Japanese frozen tuna were concerned? As this issue of PF was prepared for press, "tuna day" hearings before the Committee for Reciprocity Information were set for December. Frozen tuna imports are now duty free. The maximum the industry can achieve, competent observers say, would be to request successfully the removal of frozen tuna from the list of products to be negotiated or discussed in the forthcoming tariff negotiations with Japan, for to bind frozen tuna on the free list of products from Japan would give Japan "almost absolute protection" at the expense of the California tuna fleet.

Coastal Fishing Treaty Talk Whispered at Tri-State Meet

California Tri-Staters—Members of the California section of the Pacific Marine Fisheries Commission, with Richard S. Croker, commission chairman for 1955, one the left; then Eugene V. Bennett and Vincent Thomas. Mr. Bennett is also a member of the Inter-American Tropical Tuna Commission.

● International treaty approach to the study, management and protection of coastal fisheries shared by the Pacific States, British Columbia and Alaska is building-up in the minds of men from both countries.

This was evident to the perceptive man at the Portland meeting of the Pacific Marine Fisheries Commission early in December.

The proposal did not come out into the open at all; and was only hinted about, but it was there nevertheless—and in quite a different form than other suggestions of this nature, such as that for including the Pink salmon resource of southern British Columbia and Puget Sound under the authority of the International Pacific Salmon Fisheries Commission now governing the Sockeye fishery of the Fraser River.

● Ocean salmon trolling was the principal topic in which the treaty thinking was evident, but you could hear treaty talk if you listened closely in the discussions of trawling, of sablefishing, and of Albacore.

In all of these fisheries the Tri-State Commission seeks to cope with fishery problems affecting species and resources in which all the states and Canada participate — but in all cases the states at least are handicapped by the weakness of the authority which they exert over the activities of their fishermen beyond territorial waters; while in the case of California regulatory authority rests almost wholly in the hands of the state legislature.

● Nearest thing to open discussion of the treaty matter was triggered by a series of questions asked in writing by representatives of the Sportsmen's Interlocking Committee — questions which evidently were aimed at developing the fact that the states' authority over the salmon fisheries beyond the three-mile limit is a sketchy thing.

One voice, unidentified, spoke right out "in church" with the blunt question: "Can we have a coastal treaty to handle ocean salmon fishing?"

Official cognizance was lent by the comments of the spokesmen for each state section of the commission.

John C. Veatch of Oregon, retiring chairman of the commission, said: "Ocean sport and commercial salmon fishing interests must unite intelligently for control of the fishery and protection of our ocean resources."

For Washington, Robert J. Schoettler, director, put it thus: "We are production managers of a state monopoly, the production of salmon and the control over their harvest in our waters. We believe recreational and economic fishing can be pursued side-by-side, and while the resource is being built-up and strengthened. In Washington we need a court decision to confirm the state's authority to control the conditions under which fish landed in the state are caught."

● Implications of the International North Pacific Fisheries treaty, and the competitive possibilities latent in modern technology operating through freezing and canning motherships served by fleets of fishing vessels, were pointed out by Richard Croker, California member.

He cited the INPAC treaty's requirements before a nation could be asked to abstain from a fishery: That it must be (a) exploited historically by other nations; (b) under scientific study; (c) fully utilized at present; (d) administered in a way designed to maintain it on a sustained yield basis.

"The coastal fisheries of the *states*, as well as of Alaska, require a program of study and administration satisfying these conditions. The sportsman has a stake in this, and particularly because the Japanese have not as yet conceded that recreational fishing is 'use' within the meaning of the treaty."

● Sparring around the matter of fishery protection beyond territorial waters followed an extended presentation by biologists of the three states, Alaska and Canada in which they presented recent findings with respect to the ocean salmon fisheries.

Recommendation of the scientists for 1955, which was subsequently accepted by the commission, was:

1. Scientific data on the ocean troll salmon fishery should be carefully analyzed on a coastwide basis before further work is undertaken or attempt made at preparing remedial recommendations. This should be done in 1955.

2. Sampling of troll salmon landings should be continued in 1955, because some marked fish experiments are still expected to produce returns.

● The full commission was present for the Portland meeting, as follows:

Washington—Robert J. Schoettler.

Oregon—John C. Veatch, Don Ellis, Robert Jones.

California—Richard Croker, Eugene D. Bennett, Vincent Thomas.

Advisory committee members or alternates present were:

Washington—Bert G. Johnston, Nick Kuljis, Barney Nilsen and H. E. Lokken.

Oregon—A. J. Naterlin, Paul E. Graves and Floyd Wright.

California—Montgomery Phister.

The California commission announced the appointment as new alternate members for its advisory committee, Dr. W. M. Chapman of the American Tunaboat Association, San Diego, and William O. Riley of the Fishermen's Marketing Association, Eureka.

Officers of the commission were elected for 1955 as follows: Chairman, Richard Croker of California; Vice Chairman, Robert J. Schoettler of Washington; Secretary, Robert Jones of Oregon. The next meeting will be held in Washington late in 1955.

Stewart Bates Leaves Canadian Fishery Offices

Lost to Canada's fisheries administration is Dr. Stewart Bates, who has resigned as deputy minister of fisheries to become president of the Central Mortgage and Housing Corporation, sponsored by the Canadian government.

On relinquishing his duties in the fisheries department, which he served for the past seven years, Dr. Bates was honored at a brief presentation ceremony in the office of Hon. James Sinclair, Canadian minister of fisheries, attended by members of the cabinet and the Fisheries Council.

Dr. Bates will automatically retire from service with various fisheries bodies of which he has been a member, including the International North Pacific Fisheries Commission, of which he was first chairman.

Educated in Scotland and at Dalhousie University, N. S., Dr. Bates was with the Wartime Prices and Trade Board at Ottawa during the war years.

It was considered likely at Ottawa that Dr. Bates would be succeeded as deputy minister by his assistant, George R. Clark, who was with The Canadian Fishing Co. and the fishing industry division of the Canadian Manufacturers Association at Vancouver before going east as director of Pacific and Inland Fisheries for the Canadian government, a post which he left to become assistant and deputy minister. He is a member of the International Halibut Commission and the International Whaling Commission.

California Canned Tuna Pack—October, 1954

(In cases of 48 cans, except as indicated)

White Meat Tuna	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	Total
½-lb.	52,221	2,556	14,269	18,322	590	...	87,958
¼-lb.	473	...	...	...	...	...	473
Lightmeat Tuna							
4-lb. 12s	452	...	2,193	...	...	...	2,645
1-lb.	115	...	906	...	...	...	1,021
½-lb.	53,029	25,296	152,770	33,063	2,487	2,379	269,024
¼-lb.	6,707	1,172	4,646	...	...	4,035*	16,560
Bonito							
1-lb.	...	253	264	...	...	...	517
½-lb.	...	2,353	...	6,947	...	...	9,300
Yellowtail							
½-lb.	...	...	1	1,942	...	...	1,943
Totals	**112,997**	**31,630**	**175,049**	**60,274**	**3,077**	**6,414**	**389,441**

*Packed in cases of 100.

Productive Area Proven

● "It is becoming evident that we have located a productive region north of Hawaii, and that this region, which can be identified by its surface temperature characteristic, contains increased biological activity, including Albacore tuna."

In those restrained words O. E. Sette, director, Pacific Oceanic Fishery Investigations announces that the vessels *J. R. Manning* and *C. H. Gilbert,* cruising north of Hawaii as far as the latitude of Southern Oregon, have located an oceanic area of upwelling where the plankton concentrations—which govern the productivity of the sea—are from 10 to 20 times as great as in the region to the south of this boundary area between two great water masses.

This area of mixing, with Albacore present, was located further to the south last year.

In all, 82 Albacore were taken—together with 22 Bigeye tuna—in the limited fishing engaged in by the two vessels. Of the Albacore, 55 were taken trolling and 27 with longline. All Bigeye were taken on longline.

Tariff Machinery Grinds Into Gear

● Tariff actions vitally affecting the Pacific tuna and crab industries—and perhaps other elements of the fisheries—will be taken in 1955.

As 1954 closed the wheels of government—some of them in the international sphere—were already turning in Washington as the U. S. Tariff Commission and the U. S. Committee on Reciprocity Information conducted hearings for parties concerned with items listed as candidates for concessions.

While these agencies are digesting the masses of information spoken to and filed with them, preparations will go forward through January for meetings in February between members of the General Agreement for Tariffs and Trade—commonly known as GATT—and Japan.

From these meetings will come actions which may profoundly affect the economic future of the American tuna and crab industries, as to some extent at least the canned clam and oyster businesses, and trade in fresh and frozen shellfish, and dried fish items.

The American canned crab industry, already caught in an economic vice as result of falling prices, is making a vigorous fight against threatened reduction in the tariff.

In the case of the tuna industry, the vessel owners are seeking to prevent frozen tuna being bound on the free list. Canners, on the other hand, would like to see the duty differential in favor of tuna canned in brine adjusted and this commodity placed on a parity with tuna in oil, which is dutiable at 45% ad valorem.

The operators presented a case to this effect at Washington hearings; and coincidentally filed a court action seeking to remove the in-brine differential by challenging the validity of the reciprocal trade agreement interpretation under which it was established. As a matter of fact, the canners' suit actually challenges the constitutionality of the entire reciprocal trade agreement program.

Sockeye Overspawning May Impair Adams Run in 1958

● Over-spawning of the Adams River gravels by at least 500,000 Sockeye—and probably more—occurred in 1954, and probably will react adversely upon the cyclic "return to the river" in 1958.

This is admitted, somewhat folornly, by Loyd A. Royal, director of investigations, in a year-end report to the International Pacific Salmon Fisheries Commission.

He says: "The excessive escapement is due entirely to the unprecedented high rate of passage through the lower Fraser River." He shows that in former years of this cycle the Adams Sockeyes no more than 7 to 8% of the escapement moved upstream in any one day. This year virtually the entire escapement of over 2,000,000 fish went through in two days. Mr. Royal writes:

"A normal escapement rate would have permitted . . . a better control of the size of the escapement. However, it is doubtful if the escapement can ever be properly controlled when over 1,000,000 Sockeye pass the fishing deadline in 24 hours."

Of these two runs, which both reside as fingerlings in Shuswap Lake, the Seymour run has increased substantially in recent years, whereas the late Adams run has been rigidly controlled by the "dominance factor." Whether or not large runs to the Seymour could be maintained during the off-years in the Adams rate of reproduction has been the subject of considerable scientific study, and the question should be answerable within the next three or four years. Herein lies one of the Fraser's great potential possibilities.

Apart from the Adams, with its excess, the only river with an unsatisfactory escapement this year was the Birkenhead, which was extremely poor when 22,240 jacks are eliminated from the total spawning-ground count of 41,201 fish, states Mr. Royal.

The year's spawning season was accompanied by excessive rain and high velocities over the spawning areas, but water temperatures were favorable and few fish died without spawning all their eggs. Some of the effects of the excessive runoff on the success of reproduction may be assessed next spring.

1954 PRELIMINARY FRASER RIVER SOCKEYE SPAWNING GROUND ESTIMATES

Stream	1950	1954
Lower Fraser		
Cultus Lake	30,595*	24,000‡
Upper Pitt	9,500*	17,624
Widgeon Slough	600	1,000‡
Harrison River		
Big Silver Ck.	25†	279
Harrison River	33,860	15,000‡
Weaver Creek	30,700	28,773
Birkenhead	72,567	41,201
South Thompson		
Semour River	12,000†	26,258
Late Adams	1,300,000	2,073,878
Upper Adams	0	205‡
North Thompson		
Raft River	6,400†	10,551
Chilcotin		
Chilko River	29,800†	36,534
Taseko River	500†	3,500
Quesnel		
Horsefly River	400*	272
Mitchell River	0	18
Nechako		
Endako	900	**
Nithi River	125*	46
Ormonde Ck.	732	538
Nadina	1,950*	2,219
Stellako River	145,000	143,000
Stuart River		
Early Run	60,000*	36,686
Late Run	2,800†	5,000
Bowron River	16,266†	10,774
Seton-Anderson		
Gates Creek	0	47
Portage Creek	Few pair	3,505§
TOTALS	1,754,720	2,480,908

*Unfinished run. **Observation impossible, due to high water. †Partially unfinished run ‡Figure subject to correction. §Transplanted run.

● *BARRENS SEEDED*—Mr. Royal mentions in his report that for the first time the Commission's efforts to initiate runs to barren areas were successful in two places. Eyed-egg plants in Portage Creek, a tributary to Seton Lake, returned 3,505 spawners this year and a similar plant of eyed-eggs in Upper Adams River returned 205 fish to that area. Selection of donor stocks proved excellent since the fish returned to the barren areas at the calculated time and spawned successfully.

"On the basis of existing knowledge," states Mr. Royal, "there is every reason to believe that the seed stock provided this year in Portage Creek and Upper Adams River will be capable of maintaining and building up self-sustaining runs in these areas."

● *72-HOUR CLOSURE*—Mr. Royal declares that it is obvious that the current efficiency of the United States gear during the month of July necessitates a 72-hour weekly closure in future years. The timing of the runs through the American fishery during that month in relation to the weekend closed seasons on the Fraser, combined with an estimated 55 percent efficiency of the U. S. fleet during that period, resulted in practically no escapement on three of the five weekend closed seasons.

The total run of Fraser River Sockeye during the past season was 12,007,000. The U. S. catch was 4,806,000 and Canadian catch 4,720,000; the escapement, 2,481,000. The U. S. pack was 485,000 cases, or 50.26 percent of the total; the Canadian pack 480,000, or 49.74 percent.

18 High Seas Salmon Fleets Seek Japanese Licenses

With applications for at least 18 fleets on file before the end of November, the Japanese Fisheries Agency was face-to-face with a pressing problem of determining the extent of that country's 1955 ocean fishing operations in the North Pacific and also in the Okhotsk Sea to the west of Kamchatka. There were 7 fleet units in 1954.

The 18 applications included proposals from companies which have engaged in the high seas fisheries in recent seasons as well as a number of newcomers anxious to secure permits for entry into the salmon fishing operations.

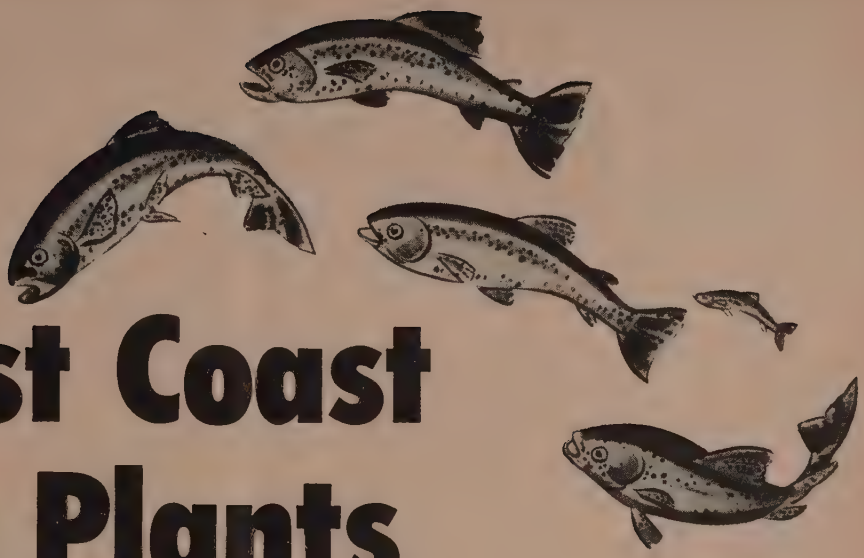
In addition to the 18 salmon applications, it is said that 8 factory-ship operations for crab canning are also proposed for the Okhotsk Sea.

The industry is said to be extremely anxious for the supervisory authorities to give a definite decision as soon as possible in order that preparatory work can be undertaken.

However, so many difficult questions, both domestic and international, are involved that the Agency seems to indicate it will require some time to reach a definite decision.

A protest meeting was held recently by Hokkaido gillnet boat owners against the move by west Japan trawler interests to have a fleet of their vessels in the oceanic salmon fishery.

Expectation of best-qualified observers is that not many new or additional licenses will be granted for oceanic salmon fishing in 1955, despite the numerous applications.



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What are the Four Vital Ingredients of Tuna Industry's Faith and Future?

By MONTGOMERY PHISTER

● We are gathered today to dedicate and give to the sea a new tuna clipper, the *Dominator*. The cost of the vessel as it rests on the ways behind me is in the neighborhood of a half million dollars.

For the past two months the tuna business has been in troubles so plainly visible that everyone in this area, whether in the industry or not, could see the evidence of those troubles. Vessels loaded with tuna from the fishing grounds have had to lie at the dock waiting for as much as six or seven weeks to unload so they could return to the fishing grounds. As much as 10,000 tons of tuna has been in this bay at one time in this condition. In fact, we no longer say we are waiting for our ship to come in—we now wait for it to unload.

Slowness in unloading has not been a malicious whim of the canners, but is a result of conditions over which none of us have any control.

What has happened this fall is not new to the industry. It has happened to a greater or lesser extent in four out of the last five years. In the one other year that this did not occur—last year—the only reason was that the fishing was poor—and this is as bad for the fisherman and boatowner as is a bad market condition.

Furthermore, I can remember back quite easily to 1937, '38 and '39, when conditions the industry faced were not much different than it faces now; and further back to the early 1930s, when conditions were worse than they now are.

The unusual thing in the minds of many of you today undoubtedly is this. With the industry in such a bad condition, with imports mounting, with gloom all around—why is one man, George Soares, willing to mortgage all his past and future earnings in a venture of this uncertain kind? Why, for that matter, is one company—Van Camp—willing to back him in that venture?

A boat is a man and some money. The money does not amount to much. It can earn its way in some other place and in some other manner. No one ever invests in property. We, all of us, invest our money in men, and what we believe they can do with property. Let me tell you why I think this man and this company have taken this venture.

First—We deal in a good product that people buy. In 1941 United States consumers bought 4 million cases of tuna. In 1947 they bought 6 million cases. This year they will buy nearly 12 million cases.

Second—There are lots of tuna in the sea. Our scientists have located large bodies of tuna within the range of this vessel that are being used lightly at the present time—or not at all.

Third—We have fishermen who, man-hour for man-hour, boat-month for boat-month—or however you wish to reckon it — can catch tuna more efficiently than any other fishermen in the world.

Fourth—From these fishermen have arisen business managers—such as George Soares—who are willing and able to plow their earnings back into a vessel which will in its lifetime prove profitable.

Any industry which cannot put these ingredients together and make a profitable business of them does not deserve to live. Our company believes—and so does George Soares—that he, we, and this industry can accomplish this job; that it will live; and that it will in the long term grow and prosper. The industry is now engaged in deep searching studies of the sources of its troubles and what can be done about them. It will, I am sure, act successfully on those findings. My company is engaged in the same soul searching and it is, as many of you know, acting on the results thereof.

But what we all come down to eventually is the ability of the skilled fisherman to get tuna out of the ocean and onto the consumer's plate at a price the consumer is willing and able to pay. Without this ingredient no branch of the industry can prosper.

With rising costs of vessel operation, with dropping prices of canned tuna, with troubles abroad, and toughening competition at home, it is a brave man who will attempt to buck these trends. No matter how brave, he will have to be an able and experienced man who will take the gamble, win and prosper.

George Soares has the years of experience, has the proven ability, and the demonstrated courage to take this gamble. We have faith in him, in the future of the industry, and in the growth of the market. We back him willingly in this venture—as we have done many men of the same stripe in the past and will do for many men of the same kind in the future.

For those who look at the dark side of the cloud this may seem foolish; but it is sound business judgment. He will win. He will operate this vessel at a loss in some years and at a profit in others. Over the life of the vessel, it will show a profit.

From this he will benefit; but so will my company, so will the industry, so will this city, and so will this nation.

With this certain knowledge—that comes from the experience that my company has had from nearly the earliest days of this tuna industry—we welcome this magnificent vessel into the fleet which does us the honor to fish for us—and we wish it all luck and prosperity due it.

Mr. Phister is vice president of Van Camp Sea Food Co., Terminal Island, Calif. The address reproduced here was delivered at San Diego Nov. 14, 1954, at the launching of the tuna clipper "Dominator."

"Saipan Maru" Seeks Tuna In New Zealand Vicinity

Japanese tuna fishing is being conducted in waters to the north of New Zealand this winter by an operation based on the *Saipan Maru*, freezership owned by Taiyo Reito Bosen K.K., one of the seven motherships which worked salmon in the North Pacific during the summer of 1954.

She will be served by 16 fishing boats in the New Zealand operations and the combined fleet has a target of 3,000 tons of tuna. One of the fishing boats is the 265-ton *Keiten Maru*, a training and research boat of the Fisheries Faculty of Kagoshima University.

PACIFIC FISHERMAN'S NEWS

JANUARY 1955

1954 Clipper Losses Cut Annual Productive Capacity 5,400 Tons

● A survey of capacity lost to California's tuna industry by loss of major tuna clippers during the past four years places vital emphasis on the need for new construction to build the fleet again to its original number of over 200 boats.

In 1954 approximately 5400 tons of capacity were lost, representing the tonnage of 10 boats, with an average of three trips per year.

In 1953 the loss was approximately 6600 tons, figured three per year. In 1952 the loss was the greatest of the four years, approximately 12,000 tons; in 1951, only 1800 tons. Total for the four years, 26,800 tons tuna capacity.

There are indications in San Diego that one major yard is planning a building program which is intended to begin a replacement of the fleet lost to the sea. National Steel & Shipbuilding Corp. is reported to have laid the keel of one tuna clipper and is planning construction of three more bait boats.

Of the total losses during the past four years, including purse seiners which do not fish tuna, the greater percentage was caused by sinkings or groundings, as opposed to fire and explosion. It is believed that one of the boats lost in 1954, *North American,* will be re-built and will re-join the fleet in 1955. Fortunately, the loss of life from this devastating reduction of the fleet has been surprisingly low.

One other observation can be made on the subject of boat losses. Despite the reduction of fleet potential by 25,800 tons, the production of tuna for 1955 is greater than that for previous years (including imports of frozen tuna, of course) and has caused, in part, what canners name as an oversupply of tuna and a large inventory carry-over into 1955.

50,000 Sockeyes Make Radil High-Liner

Albert Radil, who comes from a long line of fishermen, was B. C. Packers' top man during the past season with a salmon catch better than any other skipper's in the company fleet.

Radil, who makes his home in Vancouver, is master of the seiner *Theresa I* which had a total take of more than 50,000 salmon, including the near-record set of 15,000 Sockeye in the Gulf of Georgia in September.

His father, John Radil, has been a fisherman in British Columbia for many years, and his brother Celestin, skipper of the seiner *Ivana,* has also been a high liner. He landed 30,000 fish during the Fraser River run.

High boat of the Canadian Fishing Co.'s fleet this season was Harry Trelvik, master of the 72′ *Bligh Island.*

Canada May Cut Gillnet Length Because of New Web Efficiency

● New regulations designed to combat poaching and to meet the challenge of more efficient gear are proposed for British Columbia by the Canadian Fisheries Department.

The proposed changes A. J. Whitmore, chief supervisor of fisheries, points out, do not necessarily bear department approval, but are considered worth consideration.

Respecting salmon gillnets, it is proposed that maximum length be reduced 50 fathoms to 150 fathoms, the present Fraser limit. It is claimed that the reduction is necessary to aid in meeting further conservation demands arising from "the now proven superior fishing efficiency" of nylon nets. Efficiency superiority in ratio of 2-to-1 is generally accepted, according to proponents of the restriction, and in some areas ratios of 2½-to-1 and 3-to-1 are recorded. A *minimum* length of 100 fathoms for salmon gillnets is also advocated.

It is also proposed that use of aircraft for fish scouting purposes be prohibited, so far as salmon fisheries are concerned.

Additional protection for the Spring salmon of Rivers Inlet is suggested through limitation of bag limits to sports fishermen to two fish instead of three, with total ban on sports fishing during the period July 20 to September 15 each year inside the commercial fishing zone except during Saturday and Sunday of each week.

Petersburger Repowered

The Alaska limit salmon seiner *Verma,* owned by Fred Haltiner, Petersburg, Alaska, recently was repowered with a Model HMR-600, 165-hp. Cummins diesel engine, equipped with a 3-to-1 Twin Disc reverse and reduction gear and a Twin Disc front power takeoff. The engine was supplied and installed in Seattle by the North Coast Marine Engine & Equipment Co.

Union Bay Fire Claims Are Finally Settled

Seven years and more after fire destroyed the Nakat Packing Corporation cannery at Union Bay, near Ketchikan, the United States government recently entered into a settlement of claims which provided for payment of $356,000 to the Nakat company, insurance companies, the American Can Co. and the Northern Electric Co.

The fire started in an Alaska Communications repeated station on the cannery property and spread to the buildings. A number of years were required to establish in court the government's liability. The settlement this spring was on the basis of 85% of the claims, and provided for payments as follows: Nakat Packing Corporation and its insurers, $306,762; American Can Co., $45,728; Northern Electric Co., $3,527.

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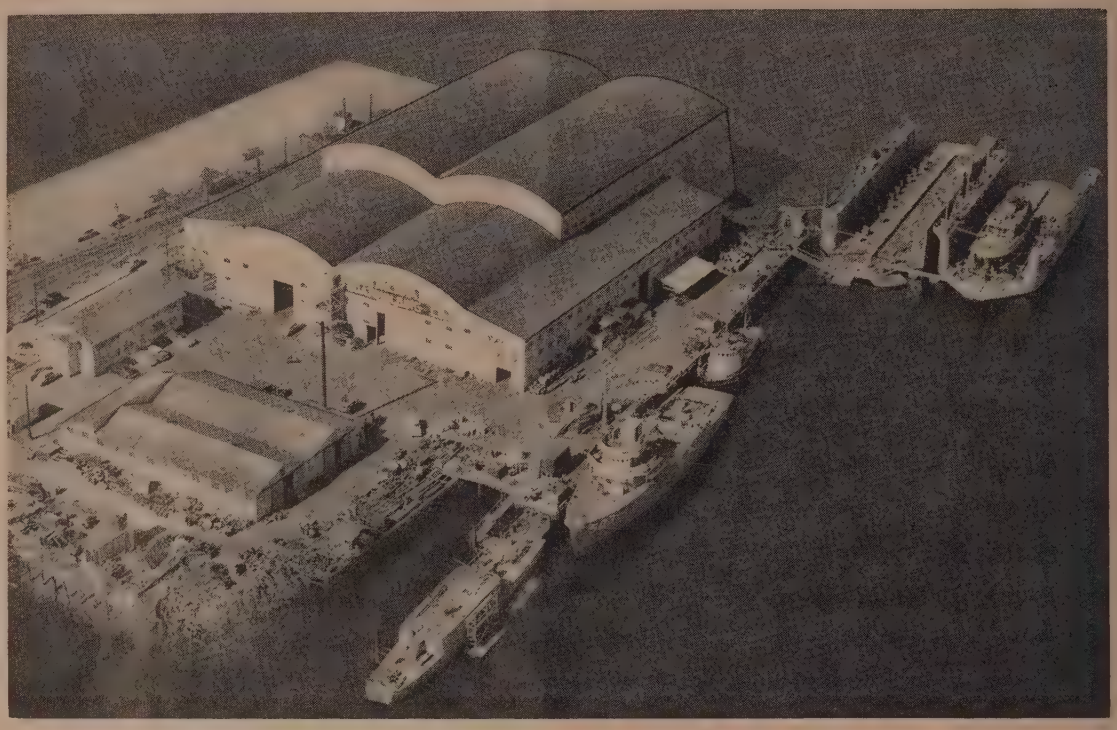

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January 1955 Volume 53 Number 1

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BEacon 6348
Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 1626

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Labor Board Rules Company Fishermen Are Not Employees

"Company" fishermen in the Cook Inlet, Chignik, Port Moller and Westward districts of Alaska are "independent contractors" and not employes of the companies for which they fish.

This was held by the Federal Labor Relations Board in a unanimous decision against the Alaska Fishermen's Union, which had sought to have its members engaged in these fisheries classed with those fishing on Bristol Bay as company employes and thus entitled to bargain collectively over fish prices.

In the Federal Trade Commission proceedings a year ago the consent decree entered into by the F.T.C. with salmon canners and fishermen's organizations recognized that Bristol Bay fishermen were employes and entitled to bargain through their unions over the price of fish.

The Alaska Fishermen's Union (Independent) sought to have this exception extended to its members elsewhere.

Fixed Gear and Closed Periods Feature Alaska Fish Arguments

● "Fixed gear" treatment of setnets in the Alaska fishery regulations for 1955 was brought under heavy fire in briefs filed for Fish and Wildlife Service consideration in drawing the regulations in final form.

These arguments were but one skirmish in what promises to be a long-drawn-out battle.

In proposing that setnets be spaced 1,800' apart, or from other gear, the Service follows the opinion of the Department of the Interior solicitor that the Service has no alternative but to treat setnets as "fixed gear," and to apply the spacing required for such gear in the White Act.

This change in interpretation is held mandatory as result of a ruling of Federal Judge George Folta last summer when he held: "There is no material difference between an ordinary trap and a stake net. Both are fixed appliances."

Briefs filed by the Alaska Fisheries Board and by Alexander P. Shadura, a Cook Inlet setnetter, rely largely upon legalistic disagreement with the court and Interior's solicitor. These arguments generally revolve about whether a setnet actually fits the wording of the law regarding the gear required to be spaced 1,800'.

Tenor of the Alaska Fisheries Board's recommendations — despite their disagreement on the matter of setnets — was much friendlier toward the Fish and Wildlife Service and its proposals than has been usual in the past. As a matter of fact, the board proclaims its "satisfaction" with much that was done under the "Farley ground rules" in 1954, but believes "even more drastic changes in management procedure will be necessary."

Specifically, it believes that fishery operations should be confined to relatively small areas near the mouths of rivers; and that escapements should be secured by considerable and staggered weekly closures, with a longer overall fishing season.

This position is expressed thus:

"A basic policy of longer fishing seasons with properly regulated closed periods during the season is sound. These closed periods may be of two types: (1) longer weekly closures or (2) sustained closures at the peak of the runs."

In discussing Southeast Alaska in particular, the Board disagrees with the staggered opening system used last year and says: "What is needed is not staggered open seasons but staggered closures during a long fishing season."

It proposes a long season, from June 13 to October 27, with weekly closures of 80 hours, and perhaps "additional closed period promulgated by field order. These to be timed to protect the peaks of the runs. By staggering these closed periods from the outer to the inner districts a selected productive segment of the runs will be enabled to reach the sanctuary of the closed areas."

The Service's proposal for a five-months spring closed period on King crab fishing in the Kodiak area is "strongly opposed."

Does American Industry Want ILO to Act for It?

Do American fish producers—boat owners and fishermen together—want the International Labor Organization to act for them?

This is something which definitely needs to be decided by the earnest thinking and discussion of American fish producers, in the view held by Harold E. Lokken, manager of the Fishing Vessel Owners Association, upon his return from Geneva, Switzerland, where he attended a meeting of the fishery division of I.L.O. as an expert representative of boat ownership.

Mr. Lokken feels that American producers should examine the matter with real care and discernment, and that they should recognize the fundamental differences which exist in the fishing and economic conditions between this country and the majority of those within the I.L.O.

In general, the proposals discussed at the meeting were considered acceptable from the American point of view, although there was serious question as to whether they could not be handled much better on a national, or even local, basis than internationally.

The one exception in which the American representatives differed sharply from the Europeans was with respect to the proposal for medical examinations of all fishing vessel personnel. This was considered unnecessary on American vessels, and as likely to work a hardship on some veteran fishermen. The situation is quite different in Europe where, with the widely accepted institution of state medicine, such examinations already are officially required.

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Life and Boat Lost In Albacore Fishing

The 36′ Albacore troller *Margaret,* Alfred Selby, San Diego, skipper, was presumed lost at sea with her master last month 100 miles west of Monterey.

Madeline S., C. MacFarlane, skipper, told the Coast Guard that the *Margaret,* the *My Pride,* Lynden Merritt, San Francisco, and the *All 'eo,* Leo Prath, Portland, started for Monterey together when heavy winds and seas began smashing cabin glass and wrecking gear. The *Margaret* became separated from the others and when they turned to search for her they found floating canned goods. The Coast Guard made a ship-and-plane search to no avail, and later on wreckage was picked up 40 miles west of Monterey that was almost positively identified as that of the *Margaret.* The wreckage was picked up by the *Jon Dru,* R. C. Carpenter, skipper, and identification was made by F. M. Sealock, skipper of the troller *Arcliff.*

Columbia River Seasons For 1955 Aid Bluebacks

Blueback salmon—the Sockeye of the Columbia River—will get almost complete protection by the fishing seasons proposed by the states of Oregon and Washington for the river in 1955. With the Blueback run expected to be light, it will receive a large measure of protection.

Proposed open seasons are:

Below Bonneville — January 29 to March 1; April 30 to May 27; June 20 to July 15; July 29 to August 26; September 10 to December 1.

Above Bonneville — January 29 to March 1; April 30 to May 27; July 4 to July 31; August 14 to August 26; September 10 to December 1.

Week-end closures, both districts— May 1-August 1, 30 hours; August 2-August 26, 24 hours; September 16-November 30, 48 hours.

Not So "Active" Boat Saved Twice

The 40′ Albacore boat *Sea Otter,* San Francisco, C. L. Smith, skipper, had tough luck twice last fall, but came out of it to a happy ending both times.

Early in the month the boat went aground near Morro Bay and was refloated by the Coast Guard. *Sea Otter* was not damaged and resumed fishing.

Then the Coast Guard got a message relayed by the fish boat *Windy* that *Sea Otter* was floating helplessly with a broken clutch some 80 miles southwest of Monterey. Again the *Active* came to the rescue and towed her into port.

SAM BARTELLO, using a gillnet reel and synthetic net for sea bass out of San Pedro, now is able to operate his 34′ *Twenty Grand* alone. *One Grand,* his tiny skiff, is used for tail buoy on the net.

Why Haul by Hand? Reel and Nylon Save Work

There's an increasing use of synthetic netting in the gillnet fleet of San Pedro, fishing sea bass and barracuda. Sam Bartello on the *Twenty Grand* is considered to have pioneered this type of gear, using a reel similar to that in use by the gillnetters of the Fraser River and Puget Sound. As a matter of fact, he changed to the reel after a trip to the Pacific Northwest.

Bartello uses a 6" mesh, 400 fathoms long, 100 meshes deep. The use of the reel eliminates the necessity of a crew, and the *Twenty Grand* is now a one-man operation. With the net, the skipper has even netted Bluefin, sold to the fresh fish markets.

Bartello's operations have been successful enough to prompt others to switch to reel and synthetic netting. It is apparent, of course, that the lightweight synthetic works specially well with the reel. *St. Francis,* Sam Falsetta, has worked with a reel, too, during the past year.

Twenty Grand's reel operates on a power takeoff from the main. The new net is ⅓ the bulk of the older. Plastic corks are used, and less of them are required with the synthetic. Sea bass is fished early evening and during the night about one or two miles offshore, from San Pedro to Point Loma.

San Diego's sea bass fleet is reported to be gradually changing to synthetic netting, according to the C. J. Hendry Co. there.

Synthetic netting has been tried on barracuda but thus far, with the netting as it is constructed now, it has not been particularly successful, for the barracuda caught in the net spins around and ties the net into knots. Sea bass gill or hang by the mouth, and are larger and shaped differently from the long, sleek barracuda.

Twenty Grand is a 34-footer, ideally suited, says Bartello, for gillnetting, with a transom stern wide enough for the operation of the roller. Her power is a 271 GM diesel and she is equipped with Bendix Photo Pilot, a 75-watt Nielsen transmitter and a Fisher direction finder.

Japanese "Acrilan" Price For Fish Nets Reduced

Price of "acrilan," the nylon-like fibre used universally in Japanese gillnets, was reduced sharply Dec. 1. This was the second price cut to be announced in 1954. The latest reduction took the price from Y670 down to Y590 per pound for the most popular type.

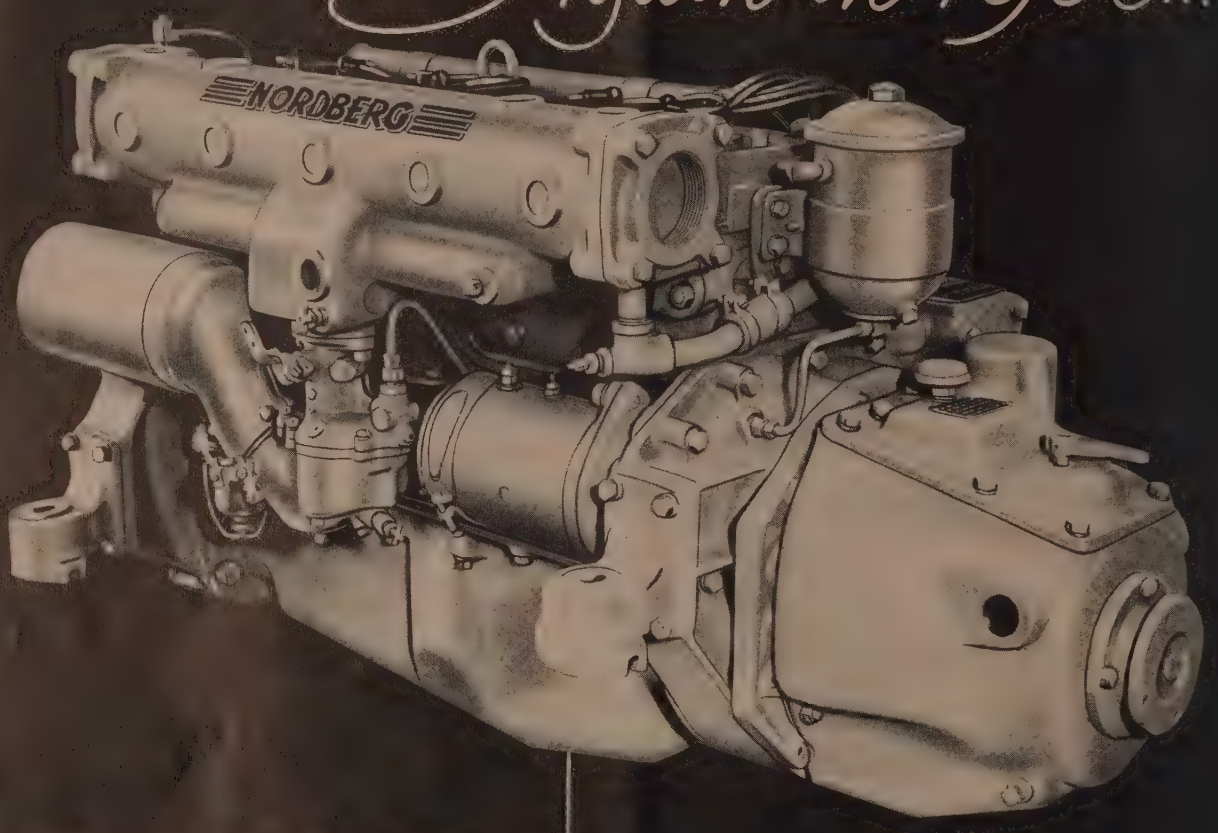
This is expected to save the gillnet operators of Japan about Y160 million per year.

Standard Fisheries Opens Station at Morro Bay

Standard Fisheries Corporation, San Francisco, has joined with Cattolica & Lindwall, also of the Bay City, in a joint venture in a fresh fish receiving station at Morro Bay. Operating the receiving station is Vic Lindwall, partner in Cattolica & Lindwall.

One of the first draggers to fish for the companies is the *Franklin,* Pete Burton, skipper, out of Eureka.

Again in 1955...



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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

Winter Trawling to Clear Away Undesirable Species

Winter otter trawling seasons for Lower Puget Sound and Hood Canal permit trawling from December 1 through February 28 in most of the lower sound south and west of Fox Island. The grounds have been extended to outer portions of Budd, Eld and Totten inlets which were not open last winter.

In addition, as result of dragging experiments conducted by the department earlier this year, Hood Canal will be opened to otter trawlers for the same three-month period.

The otter trawl seasons will allow the harvesting of sole, flounder and various rockfishes, and at the same time, serve to reduce large populations of dogfish, skates, ratfish, hake and other scrapfish which have become abundant on Puget Sound. Otter trawling is the chief weapon available against dogfish, a noted predator on the food of salmon — herring — and even on young salmon themselves.

Another objective is the disinfecting of the English sole grounds in Case and Carr inlets. The sole, a valuable bottomfish crop, have been infested by a parasitic purple worm which renders them unmarketable. The condition is characteristic of a stagnant stock but can be relieved by regular cropping.

When the lower sound was reopened last winter after a long closure, about 2,300,000 pounds of fish were taken. All but 300,000 pounds were wormy sole or scrapfish, the latter predominating. The test drags on Hood Canal revealed the grounds there to be saturated with scrapfish also, particularly in areas where herring are known to spawn or feed.

Dragging operations will be observed as part of the department's marine management-research program under Assistant Supervisor of Research Donald Kauffman, assisted by Lee Alverson, Jerry Jurkovich and Al Pruter, biologists.

Coast Sablefish Research Assembled in Publication

The Pacific Marine Fisheries Commission recently published its third fisheries bulletin dealing with the Sablefish (black cod) fisheries of California, Oregon, Washington, Canada and Alaska. The report covers notes on life history, age analysis and tagging experiments which have been studied in recent years. California biologists found no evidence of indicating a depletion of their Sablefish stocks while both Washington and Oregon stocks have showed a general decline in their abundance.

Tagged Lincod Recovered After 12 Years Out

Dr. Keith Ketchem of the Fisheries Research Board of Canada recently disclosed that a ling cod tagged by the Department in 1942 had been recovered after being at liberty for 12 years. The fish weighed 4½ lbs. when released and 15½ at recovery. The fish was estimated to be 16 years old. The ling cod was recovered in Scottie Bay, British Columbia, close to the area of release. The recovery added weight to other ling cod tagging which has showed little migration for this species.

Long-Closed Trawl Grounds Are Opened

In December Hood Canal and most of the waters of Southern Puget Sound were opened to trawling. Some of the waters reopened had been closed since 1926. The opening of the areas follows the policy of the Washington Fisheries Department to reopen the areas to limited trawl fishing in hopes of reducing the accumulation of scrap fish, especially dogfish, in these areas and to improve the stocks of food fish by proper cropping. Areas which were opened in 1953 resulted in a catch valued at $50,000 to the fisherman and more than 2,500,000 pounds of scrap were harvested. Early reports from Hood Canal show fair catches of sole were being made, and large amounts of scrapfish caught. Scrap caught in that area was being hauled out by the trawler *Western Maid*.

Washington Ocean Perch Net Permit Plan Applied

A permit system has been adopted by the Washington Department of Fisheries to allow use of small mesh net for fishing Pacific ocean perch. Permits will be issued for boats having perch markets, providing they carry a fully-rigged 4½" mesh net. Boats with permits must land 20% perch over a 6-month period.

The perch permit system goes into effect in January, 1955. Don Kaufman, biologist, said approximately 40% of the Washington trawlers would be eligible; and that he believed the system would be more workable in Washington than in Oregon because of the high percentage of "round fish" landed by Washington trawlers.

Fish Magnifier

Bendix Marine has developed a new fish magnifier. The new type magnifier utilizes the echo principle and may be used with the recorder to give an enlarged image at any desired depth. The company has also developed a horizontal scanner. The scanner covers a 180° horizontal area in front of the boat at a 100-fathom range.

Four Trawlers Feared Lost With "Joe Jr."

John Tanzi, 54, one of northern California's best known and popular fishermen, and skipper of the *Joe Jr.*, San Francisco trawler, and three crewmen, were reported missing last month and presumed lost at sea.

Joe Jr., a 55′ vessel, was last seen at Santa Cruz the night of Nov. 30 when she unloaded fish. She presumably sailed that morning and has not been heard from since, despite sea and air searches by the Coast Guard. A provision box, positively identified as coming from the vessel, was picked up off Drake's Bay.

Beside Mr. Tanzi, lost are crewmen Jack Ursino, Salvatore Orsini and Nick Caporale. Mr. Tanzi leaves a wife and three children. He was a native of Italy but has been fishing out of San Francisco many years. He was a former partner with Gildo Paolini in the first *Sun Tower*, one of the first otter trawl boats to ply out of the Bay City.

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

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—Photos by Caterpillar Tractor Co.

SAN PEDRO SEINE SETS

WESTERN EXPLORER has been equipped with a Servisoft. The water, before it goes to point of delivery, goes through the Servisoft. The chef says he can now make better coffee. . . Paul W. Hiller provided the service. . . . *Anthony M* came to Terminal Island Nov. 19 with a full load of tuna for Star-Kist. Another November delivery was the *Pioneer*. . . *Arlene S* was reported fishing the high seas off Peru, as was the *California* when this issue of PFN went to press. . .

ALASKA REEFER was reported about ready to leave for the tuna grounds, to take the cargo of the *Sea King, Jackie Sue* and *Marsha Ann*. . . Marion Rafkin is the new skipper of Tony Bozanich's *Little Flower*. . . Matt Dragich is retiring from active fishing with his *Sea Scout*. He will take over duties for the Fishermen's Cooperative Assn. . . *Western Pride*, which recently was fishing the Atlantic for tuna, is reported temporarily inactive, although she may engage in the menhaden fishery in the Gulf of Mexico.

JOHNNY ZANKICH has taken over Andrew Rafkin's interest in the *Western Monarch* and is sharing ownership in the vessel with John and Norman Mezin and Western Boat Building Co. Johnny formerly owned the *Vittoria* (now under the management of the Porter Bros., Port Hueneme) and skippered that vessel for tuna with a new type lampara net in the Gulf of California. . . Harbor Boat Building Co. recently fabricated a fiberglas sleeve for the tail shaft of the *Vagabond*, replacing the older lead-sleeve-type. . . *Golden West* was recently drydocked at the Rados' yard for its annual overhaul. . .

N. B. SCOFIELD, drydocked at Harbor Boat in November for an overhaul, took the first recorded giant squid ever caught off California recently. The specimen measured nine feet, nine inches and weighed 37 pounds. . . Victor Rosselli, San Pedro, fisherman aboard the *Western Clipper*, is credited with preventing a serious fire aboard the purse seiner. As he was leaving the boat, he noticed a fire in the boat's skiff and dashed to cut the craft loose from the seiner. Fireboats extinguished the blaze. . . Therese Madaline Zangaro, payroll clerk at Pan Pacific Fisheries, recently announced her engagement to Louis Mascola, son of Mr. and Mrs. Louis Mascola of San Pedro. Young Mascola is serving as a first lieutenant with the Air Force at Hamilton Field. . . Mrs. John Sima was recently installed as president of the Fishermen's Cooperative Auxiliary. . . Perina Strika recently became the bride of fisherman Goyko Branica, San Pedro. Both are natives of Yugoslavia. . . Kathleen Ann Trutich has announced her engagement to Vincent Fiamengo, San Pedro fisherman. . .

* * *

Golden West, one of San Pedro's largest purse seiners, has been equipped with a Model 1500 Raytheon marine radar, through the offices of the Raytheon Mfg. Co., Wilmington.

"Fram" Gets New Power

Walter Wilson, owner of the San Diego Albacore boat *Fram*, prepared his vessel for a successful Longfin season by re-powering with a Universal "Sea Lion" Six., 110-hp., with direct drive. Engine was supplied and installed by Shepherd Marine, at the San Diego branch.

Advertisem't So Convincing It Sold a Boat That Wasn't Even Offered For Sale

When the September number of *Pacific Fisherman* reached Kake, Alaska, the ancient Tlingit Indian village which became a modern, progressive community, a General Motors Diesel engine advertisement on Page 45 caught the attention of Raymond Bell, who operates Bell's General Merchandise store, and Morris Grant, a fisherman. They are partners in the purse seiner *Melody*, and had been thinking about getting another boat.

The "Jimmie" advertisement wasn't designed to sell a boat, but to sell engines. It featured a picture of the seiner-packer *Laurianne*, owned by Farwest Wrangell Co., with a cannery at Wrangell, Alaska, and headquarters in Seattle.

The more Bell and Grant looked at the picture of *Laurianne* and read about her and her engine, the more she sounded exactly like what they were looking for.

Accordingly, Mr. Bell boarded a plane south-bound and in no time at all he was talking business with Rudy Brueger, president of Farwest Wrangell, and they arranged a deal. As a matter of fact, the company took-in *Melody* on the transaction.

And Bell and Grant are delighted, and warmly appreciative to G. M. Diesel advertising and *Pacific Fisherman*.

Avila Plant Improved

Pacific Mutual Fish Co., Monterey, which has a branch at Port San Luis, Avila, under the management of Joe Minafo, has had such improvements made as a new ceiling, a new ice blower, and a Frigidaire freezer. Trawling for the company at the present time is *Serrang*, Al Lockard, Santa Barbara.

Before stretching

After stretching

Careful Ederer "stretching" pulls all knots tight, gives you 100% even mesh!

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There's one way to get your money's worth out of fish netting. That's to check the *extra work* that goes into making the net. Take Ederer's famous "stretching" operation pictured above. This added step makes sure that all knots are pulled tight, so there's no slipping or sawing. It takes experienced hands to give just the right amount of "stretch". But the extra care is worth it. The result is 100% uniform mesh. More important, it means you get the finest, longest wearing net in the world.

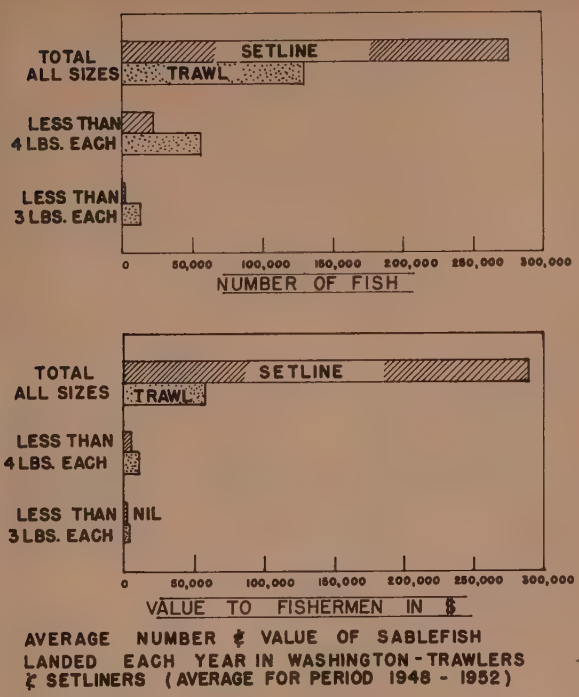
Along with Ederer's famous Double Inspection and Tensile Strength Tests . . . this Stretching Care is given to all Ederer Nets, *regardless of size or type.*

So make your next order an Ederer Net. And enjoy more profit per pound for many, many seasons.

EDERER Netting
Since 1881

EDERER Division
THE LINEN THREAD COMPANY, INC.
540 North Orleans Street, Chicago 10, Illinois

Two States to Bar Selling of Infant Sable Under 3 lbs.



● Oregon and Washington will apply minimum size limits of 3 lbs., dressed head-off, to sablefish sold or landed.

In California no minimum size will be enforced.

These assumptions approach certainty as result of recommendations voted unanimously by the Pacific Marine Fisheries Commission. Oregon and Washington commissioners voted to go along with the proposal even though it did not bind California, and as the Oregon and Washington commissioners have authority to apply the minimum limit, it's a good bet that it will be slapped on.

In general this will have the support of the fishermen, the biologists and the state administrative authorities.

The measure is designed to prevent the admitted evil of trawlers occasionally taking immense loads of immature sablefish at times which a particularly hungry market puts the price of these tinkers up to the place where it pays to fish them.

In reporting to the commission, biologists from the three states and British Columbia brought out a number of facts relative to the stocks of sablefish and the part that the immature fish of this species play in the catch.

Last year the commission recommended a minimum size of 3 lbs., dressed head-off, or 26″ total length, for sablefish landed north of Point Arena, but agreed to defer action pending further study.

Alonzo Prouter of Washington reported that a 17″ measurement from the forward insertion of the dorsal fin to either tail tip was approximate to a 3 lbs. dressed head-off weight. He showed that in 20-odd years the abundance index of sablefish off the Washington coast has dropped from 100 to the neighborhood of 50.

He did not believe that the proposed minimum size limit would be effective in recovering this lost abundance, and characterized it as a *preventive* measure rather than one which could be relied upon for rehabilitation. The latter would require a closed season, or a quota limit, or both.

Sablefish at 3 lbs. dressed head-off are immature sexually. Sablefish apparently do not spawn until their average weight is about 4.5 lbs. on this basis.

(This 4.5-lb. weight is the minimum at which landings are permitted in British Columbia.)

J. B. Phillips, California biologist, reported that the fishermen of that state would not find the 3-lb. minimum size on sable acceptable, and that the Department of Fish and Game was inclined to agree with them. This because stocks of sablefish in the waters of that state seem to be supporting themselves under the present fishery; and because tagging tends to indicate that the stocks are quite resident and not subject to migratory tendencies.

Another point: such a change would have to be made by the California legislature, which probably would not approve in the face of opposition by the fishermen.

Finally, Mr. Phillips said that many California sable are trawled from depths as great as 400 fathoms, with 4-hour drags, and that the small fish almost invariably are dead when brought to the surface.

George Y. Harry, Oregon chief biologist, reported no conflict was to be expected in the case of a different size limit for sable in Oregon and California; while Harold E. Lokken, manager of the Fishing Vessel Owners Association, said the long-line fleet strongly favored a 4-lb. limit, but would approve the proposal if they could not get the higher minimum.

Trawl Season Closing Law Backed by Fleet

Proposed California legislation aimed at creating a three months' closed season on bottom fishing operations will carry the support of the Fishermen's Marketing Association when it comes up for debate next March at Sacramento, according to William Riley, acting secretary of the organization. Riley's statement followed a meeting of fishermen held in Eureka early in November.

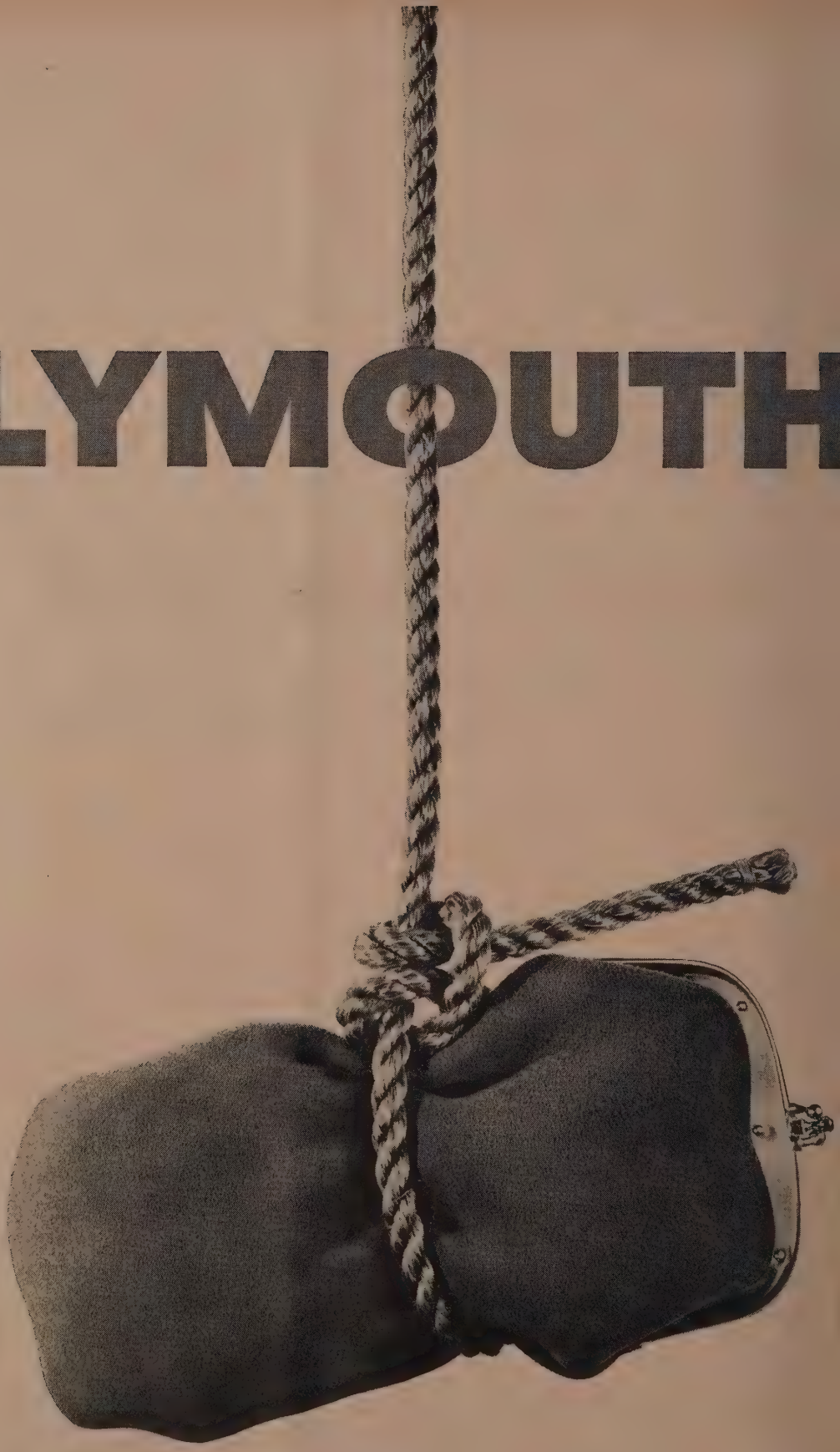
The bill, Riley explained, would close down commercial drag fishing during the months of December, January and February, considered as the spawning season of most of the commercial species.

Frank Cardinale's Body Found After Explosion

The body of Frank J. "Frenchy" Cardinale, former president of the Monterey Purse Seine Association, missing since the explosion and sinking of his purse seiner *Santa Lucia* at Avila, Sept. 28, was recovered last month at Avila, and returned to Monterey for burial.

Mr. Cardinale was killed in the explosion which also killed his cousin Jacques Cardinale, Monterey, and injured seven other crew members. The cousin's body was recovered in mid-October.

PLYMOUTH



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From the Grand Banks to Puget Sound, and in most of the bays, coves, gulfs, rivers and lakes in-between, commercial fishermen depend on Plymouth fishing ropes and lines to help haul in the cash.

Fishermen know that each Plymouth rope is engineered for the specific job. Aside from the technical excellence, they like that certain Plymouth feel in their hands and that sure Plymouth dependability in action. Fishermen have felt this way about Plymouth for 131 years. That's why today, with big-money catches at stake, so many fishermen say, "I'll take any rope you've got—as long as it's PLYMOUTH!"

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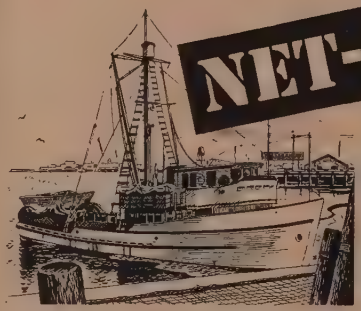

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6. Manufactured under controlled, scientific conditions by the pioneer of this modern type of preservative.

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Moss Landing — Monterey Bay

There were still a few Moss Landing boats fishing Albacore at the end of November, *Isis, Wanda Mae, Pelican, Kittiwake, Viv* and *Roundup* each brought in around a ton a week which their skippers declared "made wages". There is a long winter ahead and particularly for the one-man or man-and-wife boats, even that small amount was worth while.

Elsie McIntosh and Pete Anderson, who owns the *Joan B.*, were married in Moss Landing on November 20, at the bride's home. A large gathering of friends in the fleet were present on this happy occasion for Elsie and Pete are highly thought of by the community and the fishermen. Elsie's daughter, Harriet Coffill was her mother's only attendant and Don Coffill of the *Harriet Mae* was Pete's best man.

Moss Landing's only crab fisherman this year is Stanley Galarce of the *G.L.P.* Stan hopes the slime eels which were so disastrous last season will find some other place to steal their crabs.

Extension of the boat sales brokerage conducted at Moss Landing is planned in the San Francisco bay area by Don Woodward Jr., who was recently granted a license by the California Yacht and Boat Brokers Commission.

Don has fished for the past five seasons and this year skippered the *Delle Marie* during the southern Albacore season when her skipper Leonard Jacobsen was unable to go. He was most recently with Fred Sandness on the *Lincoln*.

Location of the branch office will be at the Evans Radio Dock at the foot of 19th Avenue on the Oakland Estuary. George Evans, who is widely known by commercial and pleasure boat owners for electronic installations and repairs, recently obtained a long term lease on the dock from the city and port of Oakland.

In addition to the boat sales office and radio shop, Evans plans additional facilities for the fishing fleet comprising a marine gasoline and diesel service station, icing equipment, fish buying agency and marine supply store.

The Moss Landing sales office will continue to be operated by Don's Dad, Don Sr.

The J. L. Munsons of the *Enchanter III* have forsaken fishing for a new venture. They have evolved a process for drying fertilizer which they call "Munson's Miracle". From orders received so far it promises to be very popular with the "green thumbers".

Veteran Fishing Boat Builder Passes Away

Another tie with early day fish boat building on San Francisco Bay snapped last month with the death of Menotti R. Pasquinucci, 88, who died of a heart attack running for a bus.

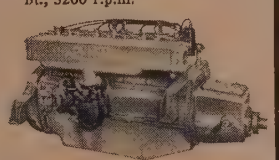
Mr. Pasquinucci set up shop in Sausalito more than 40 years ago, and had lived and worked in Sausalito since he was 18. He was a native of Florence, Italy. Several years ago he retired and sold his business, the Sausalito Boat Building Works, to his son Frank. He is survived by another son, Alfred, also of Sausalito; three daughters, a brother and sister, six grandchildren and four great grandchildren.

High-Liner Hoists Power of His Boat

John Radil, fisherman for B. C. Packers, whose *Theresa I* was high boat in the salmon fleet during the past season, has powered his seiner *Ivana* with a 300-hp. Atlas diesel.

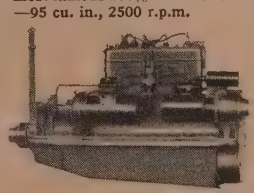
SUPER-SIX—130 h.p. Stevedore —340 cu. in. at 2800 r.p.m.

EXPLORER SIX—95 h.p.—230 cu. in., 3200 r.p.m.



UNIMITE FOUR—Full 65 h.p.—141 cu. in., 3200 r.p.m.

UTILITY FOUR—25 h.p.—World's most famous 100% Marine four —95 cu. in., 2500 r.p.m.



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Models from 8 to 145 h.p., 1 to 6 cylinders. Choice of reversing gear ratios and front-end equipment. Marine battery chargers and electric plants from 250 watts up to 75 kw., gasoline and diesel.

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SAN DIEGO BITE-SIZE ITEMS

Lewis "Lucky" Grimes," engineer on the **Sun Star,** formerly the **Sea Traveler,** fishing for Peruvian canneries and freezers.

"Sun Star" Refrigerated

Sun Star, formerly the purse seiner *Sea Traveler,* has been refrigerated for tropical tuna fishing at Campbell Machine Co., San Diego.

The boat, skippered by Jerry Rodich, is managed by Jack Crivello's Sun Pacific Co., San Diego, and has been fishing out of Peruvian ports.

Two Baker ice machines were added to the boat, plus brine pumps and a General Motors auxiliary, Series 6-71.

Tacoma Boat Okayed For Maritime Repair

Tacoma Boatbuilding Company has been notified of approval by the Maritime Administration for open bidding on all jobs involving repair work. The Administration has approved its Master Repair Contract.

VICTORIA has been supplied with a new 18-foot Driscoll tuna tender, powered with a Lathrop engine. . . Eminger's Radio Service has devised a low-cost horizontal echo-ranging device, incorporating (1) a Bendix DI-1, 100-fathom indicator and (2) an underwater sounding device mounted on the bottom, usually forward of the engine. Bill Eminger reports that the *Bobby C,* Bed Cedman's Albacore boat, and the *Banshee II,* Bill Olander, are equipped with the device. . . . *Del Mar,* San Diego, has been equipped with a Bendix direction finder. . . A water-maker system, making fresh from salt, using exhaust heat, has been installed on the *Defiance,* the *Hornet, Margie Pearl* and on the purse seiner *Anthony M.* . .

CHARLES JACKSON, director of the National Fisheries Institute, Washington, D. C., and Charles Carry, National Canners Assn., were guests at the launching of the George Soares' clipper, *Dominator,* early November. The steel boat was constructed by National Steel & Shipbuilding Co. and is a sister ship to Joe Soares' boat *Cabrillo,* which sailed for the tuna grounds early in November. . . Mario Toso, *Benita,* recently hospitalized, is building a new home, Italian architecture, near Escondido and will cultivate grapes and olives. . . Raymond O. Madeiros is the new skipper of the *Heroic.* . .

Mr. and Mrs. M. O. MEDINA recently returned from a trip to the Hawaiian Islands, a vacation which the veteran tunaboat owner describes as one of the best he has ever had. . . Shepherd Marine recently installed a Wood Freeman Metal Marine Pilot on the *New Home,* Vincent Quinci; also on the *Ernie Jo,* John O'Malley. . .

FISHING for the National Canning Co. in Puerto Rico, an affiliate of the South Pacific Canning Co., Long Beach, are the *Western Ace, Sea Magic, Western Pacific, Santo Antonino, California* and *Royal Pacific.* . . *Wiley V. A.* was recently docked at National Steel for overhaul of the main engine, etc. . . A new propulsion unit is being considered for the *Far-Famed,* which was docked in November at National Steel. . . . this yard has lined the bait boxes of the *Picaroto* with plastic reinforced fiberglass. . . *Mary Barbara* has a new Monel tail shaft, reports Art Yeend, National Steel superintendent. . . And the *Excalibur* has a new five-bladed propeller. . .

Two Canadians Lost, With Their Vessel

Two fishermen were lost and a third saved when their fishboat floundered off Ryan Point, Duncan Bay, about 10 miles northwest of Prince Rupert, B. C.

Howard Lincoln of Kincolith was found clinging to the mast of the sunken vessel by James Dudoward, skipper of the fishboat *Dudoward No.* 2, some 16 hours after the craft went down. His two companions, Ralph Clayton and Percy Stanley, both of Kincolith, were unable to withstand the driving rain and sleet and were forced to let go.

HEY... FISH DON'T TALK!

True enough . . . **Fish** don't talk but Starr Netting speaks for itself every time the **big** catch is brought in. Experienced fishermen know it takes the best gear to do the best job. That's where extra quality Starr Netting speaks for itself—helps make successful fish stories really true.

Starr Netting—Star Performance for over 60 years. Write for prices on cotton, linen and Nylon (made from Bonded Nylock Twine) netting.

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Standard Engineer's Report

CASE HISTORY
PRODUCT Chevron Pressure Primer System
INSTALLATION U.S.S. Endurance

Aluminum diesels use primer system for fast starts

CHEVRON PRESSURE PRIMER SYSTEMS are installed on all 6 Packard aluminum-alloy V-12 diesels in the Navy's new anti-magnetic mine-sweeper, the U.S.S. Endurance. Each primer system includes a discharger (two are circled, above) which releases Chevron Priming Fuel from a pressurized bulb. Under 250 pounds pressure, the fuel sprays through an atomizing nozzle into the intake manifold.

DEVELOPED FOR THE ARMED FORCES, the Chevron Pressure Primer System alleviates hard-starting troubles on all diesel and gasoline engines. Chevron Priming Fuel is so effective it has started big diesels in less than 10 seconds at 50 below zero, gasoline engines at 65 below! The steel bulbs and enclosed system give complete safety of handling and storage.

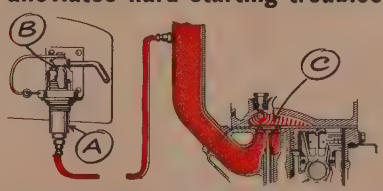
FREE FOLDER tells you more about Chevron Pressure Primer System and how to install it on different engines. Write or ask for it today.

FOR EXPERT HELP on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write to 225 Bush St., San Francisco.

CHEVRON

TRADEMARK "CHEVRON" REG. U. S. PAT. OFF.

How the Chevron Pressure Primer System alleviates hard-starting troubles



A. Simple, rugged, safe discharger prevents fuel leakage; can be mounted on instrument panel for one-man starting.

B. Small, strong steel bulbs protect fuel from water and dirt; when discharged, fuel injected under pressure results in fine spray and immediate starts.

C. Volatile Chevron Priming Fuel atomizes in the induction system at temperatures as low as -65 F. Pressure or weakest spark fires mixture, starts engine. Engines can be started with low compression pressures and weak ignition.

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SEATTLE, WASHINGTON

"—And Women Must Weep"

• Wives of fishermen have waited in vain for word of their men since long before Christ told the crew where to cast their nets on Gallilee.

Mrs. Tony Jokus of 207 North Ellery, San Pedro, Calif., has waited thus since last June. It is too long now for hope, but she would treasure any word or report of the *Alice*, painted white with green trim, which disappeared off the California coast with her husband and Sven Johnson aboard.

She writes about it thus:

"My husband had a fishing boat, northern-built, a salmon troller, double-ended, built of wood, 34′ by 9′ 10″ with a 122 hp. Kermath, No. 4609, which sailed out of San Pedro June 8 for Avila or Morro Bay. I have heard that they left Avila June 13 or 14 for San Pedro, and that's the last anyone has seen or heard of them. With my husband was another man, Sven Johnson, a longshoreman on vacation.

"My husband, Tony Tom Jokus, was also a longshoreman. He had taken the boat *Alice*, 27J900, with the hope of selling it while the salmon were running up at Avila or at Morro Bay. The boat didn't have a radio, so there was no way of letting anyone know if they were in trouble.

"The Coast Guard sent out five planes to search for four days, but I think it was too late. They searched 20,000 square miles. The marine operators sent out word to any ship that might have seen her to report back, but there never was any word.

"It has left our little daughter and me destitute, with no income whatsoever; and I can't get my husband's insurance or sell our home until I prove his death. Our payments are so big I am afraid I might lose our home. I have been under a doctor's care for three years and am unable to work; and after you are 58 years of age it's hard to get anything to do.

"I have thought maybe if you'd put a piece in *Pacific Fisherman's News* someone might see it who had talked with my husband or seen him leave Avila. If so, I hope they'll get in touch with me."

Fish-Finding Instrument Attracts Marked Attention

A new fishfinder, the "Kingfisher," features the National Boat Bludworth Marine exhibition. This electronic device manufactured for Bludworth Marine by Kelvin & Hughes in two models, for the detection of fish at depths ranging from either 0 to 180 or 0 to 240 fathoms combines a super-sensitive recorder with echo vision. When interviewed about the new instrument, Willard C. Blaisdell, vice president, said that it was designed for fishermen, who want to know definitely what is at the bottom, or anywhere between the surface and the bottom, accurately and instantaneously. He said that he believes the "Kingfisher" will increase the effectiveness of all fishing operations as expressed in larger catches in shorter periods of time because of its more ample discriminating ability and efficiency. The extreme simplicity and reliability of the "Kingfisher" under all weather conditions have already been proven on deep sea operations and treasure expeditions.

Essentially this new fish finder consists of a new electronic super-sensitive recording echo sounder of special design in combination with a cathode ray tube viewing unit which can be quickly read and interpreted. The "Kingfisher" enables the fisherman to tell where fish are located, and whether there is a single large fish or a school under his vessel. It has the remarkable ability to take any recorded section of the water depth, at 5, 10 or 15 fathoms intervals or more, and expand that record on a cathode ray tube to the point where one fathom of depth equals one inch of height on the viewing tube. The viewing unit thus achieves a high degree of resolution and is particularly suited to the detailed study of a single fish or schools right on the bottom.

Big Thomas, San Francisco combination boat owned by Dominic Galuppo has been sold to Joseph Amato, also of the Bay City. She will be re-named **Jerry Boy**.

STOP EXPENSIVE HAULOUTS!

Conventional bottom paints can't give you the longer-lasting fouling resistance of "TRADEWINDS" Anti-Fouling. Bottoms protected with this highly-toxic Woolsey formula *remain clean*...and this remarkably efficient repellent also insures excellent slip and smoothness. Repaint with "TRADEWINDS" and forget that mid-season haulout.

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Oregon Marine Supply Company, 235 S.W. First Ave. Portland 4, Oregon
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Weeks-Howe-Emerson Company, 645 Howard St. . . San Francisco 5, Calif.

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• STAY-TITE CANVAS TIGHTENER & FILLER
• STAY-TITE BILGE SOLVENT
• RUSTGO RUST REMOVER
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NORDBY SUPPLY COMPANY

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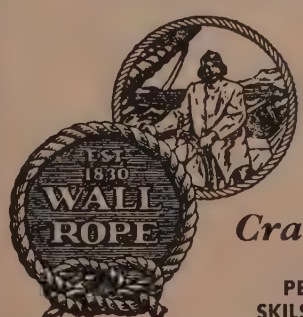
BUY
Pauls LOCKNOT Gillnetting
BONDED NYLON AND LINEN



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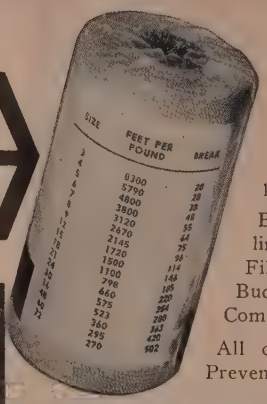
SEINE TWINE TABLE

When buying Nylon Seine Twine, look for this Brownie Trademark. It's your assurance that it was made especially for you of 100% DuPont Filament Nylon. Heat-set to prevent untwisting.



Brownell, the largest manufacturer of Nylon Seine Twine, takes another step forward by introducing on each package of Brownie twine a complete table listing the feet per pound, size, and breaking point.

Brownell also makes a complete line of Hot-Stretched Bonded Filament Nylon for Trot Lines, Buoy Lines, Trawl Lines, etc. Also Combination and Spun Nylons.

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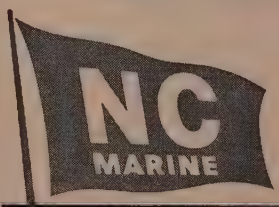

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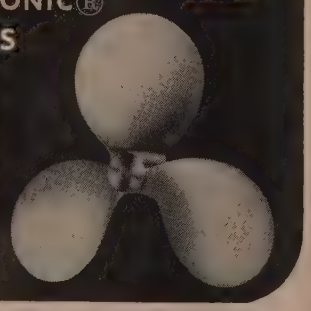

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New High-Performance P&H Diesels Revealed

January sees the first showing of the recently announced higher performance P&H Marine Diesel engines.

The 1955 models will be offered in sizes from 30 to 255 horsepower. Bore and stroke of each model is the same: 4.5" x 5.5" with a displacement per cylinder of 87 cubic inches. Increased horsepower and higher operating speeds tend to make the Series C-18 P&H Diesel even more appealing.

All models incorporate many new design advancements which, the manufacturer states, make the new engines the most powerful for their size, the lightest weight for their power—both important factors in marine applications.

Because P&H diesels are of modern 2-cycle design, they deliver power every downstroke of the piston; there is no coasting stroke. The inherent simplicity of these diesels is shown by their fewer parts, which the manufacturer lists as up to 20% fewer than some designs. This makes them easier to maintain by fishermen.

White's Low-Priced Sounder Produces Sensational Reaction

Claimed to be the "lowest priced depth sounder in the world," the new Model D White Echo Sounder, was the big feature of Wilfrid O. White & Sons, Inc., Boston, one of the oldest exhibitors at the Boat Show. It gives 1800 soundings per minute; reads from less than 2' to more than 80'; is very compact; can be mounted anywhere; is easy to install even with the boat in the water. Sensational sales have greeted this depth sounder since it was recently put on the market.

More than 18,000 of their popular Corsair Spherical Compasses have now been sold, and their new Constellation Compasses also attracted wide attention.

Sudbury Refrigerator Answers Small Boat Problem

Sudbury Laboratory, makers of quality marine products for nearly a quarter of a century, are now planning to market a new type marine refrigerator. Designed to eliminate the necessity of running the generator for electric refrigeration, the new marine ice box is said to hold a low temperature for nearly three weeks. Its unique vacuum and improved insulation construction will permit a boat owner to load the refrigerator with dry ice, at 4c a pound, and it will last for a period covering three weeks. A section will be incorporated to freeze ice-cubes, and for freezing frozen foods.

Experimental models have proven very satisfactory under test and Sudbury right now is busy putting the final touches on their newest development.

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Stop THAT VIBRATION!

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- Protect hulls
- Protect engines
- Reduce noise

Easily installed between engine and propeller shaft, Morse Morflex Marine Radial Couplings absorb vibration, lessen bearing strain, increase hull and engine life. They compensate for shaft misalignment, need no attention.

For full information, get in touch with any of these West Coast representatives: Los Angeles—J. W. Minder Chain and Gear Co., 6011 So. Central Avenue . . . San Francisco—Adam-Hill Co., 244-246 Ninth Street . . . Portland—Power Transmission Products, 1107 N. W. 14th Avenue; J. W. Minder Chain and Gear Co., 307 S. E. Hawthorne Blvd. . . . Seattle—Chain Gear, Incorporated, 822 First Avenue, South . . . Vancouver—Western Equipment Co., Ltd., 102 Main Street.

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POWER TRANSMISSION
PRODUCTS

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: 40' Fantail built 1947, GMC 6-71, 12 Ton refrigerated hold, sleep 4, 20 W. S.S., R. D. F., A.P., Fathometer, Purse Winch, Bait Tank $16,000. 55' Troller, built 1945, GMC 6-71, 10 HP Petter 5 K.W. Generator, 26 HP Hercules Dsl, 10 K.W. Generator, sleep 5, 25 Ton refrigerated hold, 50 Watt S. S. R.D.F., A.P., Fathometer $25,000. FRANK SIMON ASSOCIATES, P. O. Box 834, Berth 205A, Wilmington, Calif. TE 5-3101.

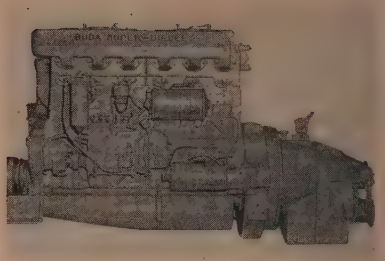
FOR SALE: "Hattie-Jo", 46-6 x 13 x 7, built in Seattle in 1951. Vanderwell type Northern Troller, with complete Salmon and Tuna gear, including Kolstrand gurdies and anchor winch, galley on deck, 100 W. phone, Freeman pilot, D. F., 1,000 gal. fuel, 300 water, refrigerated hold. Must see to appreciate. Roy F. Rand, 3111 Emerson St., San Diego 6, Calif.

THE FISHERMEN'S FRIEND helps you buy or sell, Northern trollers, purse seiners, trawlers, bait boats, tugs, barges, cargo vessels, freezer vessels. Mathew N. Batinovich, owner, broker. JERRY'S BOAT SALES. TErminal 3-3367. Post Office Build ing, Terminal Island, Calif.

BUY Surplus boats, marine engines, equipment from Government. Send $1.00 for Government Surplus Bulletin, Box G213, East Hartford 8, Conn.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

FOR SALE: "Anna E" 43' x 12'6" x 5. 671 GMC diesel. Crab and trolling gurdies. Iron mike, two way radio and fathometer. Built 1947. Price $15,000. Write Joe Fogarty, 334 Harbor Dr., Newport, Ore. Phone 581W.



Fisherman Specialist — The new Buda super-diesel 280-hp. six, specially designed for duty of the fishing boat type. Similar Budas of the same series range from 85 to 375 hp.

New G.M. Diesel Ratings Feature 1955 Show Display

New power ratings reflecting increases of from 7 to 24 h.p. feature General Motors marine diesels on display at the 1955 National Boat Show in New York.

The increases are due to design changes in the cylinder assemblies of both Series "71" and "110" models announced by GM's Detroit Diesel Engine Division in 1954.

Prominent in Detroit Diesel's display is a matched pair of the comparatively new four-cylinder inclined Diesels of the "71" series.

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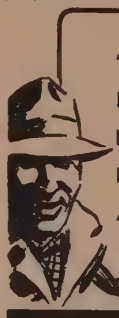

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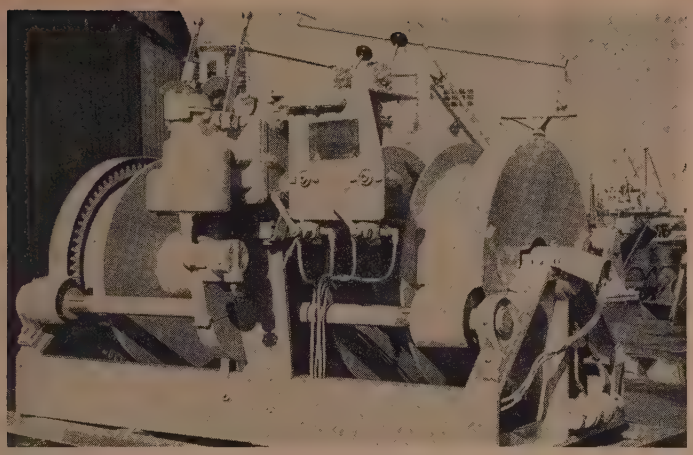
1000-Ton Drydock • Marine Railways Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California



Winch De Luxe for P.O.F.I. scientific research is built of "Northern" line components by Tacoma Boat Building Co., which adapted its rugged fishermen's gear to the special requirements of scientific investigation.

"Northern" Winch Adapted For Scientific Research

Fishermen's gear so sound, so well engineered, and built to such precision that it can be used for scientific research purposes, with only alterations required by the specialized demands of this research, went aboard the **Hugh M. Smith,** research vessel of Pacific Oceanic Fishery Investigations, this winter to enable her to engage in deep water exploration and hydrographic work in mid-Pacific.

The double-drum winch was built by Tacoma Boatbuilding Co., Tacoma, which adapted elements of its famous "Northern" line of deck gear to the requirements of the oceanographic assignment.

The winch is completely galvanized and its two drums are hydraulically-driven with two Vickers pumps, each 50 gpm. capacity, driven by a pair of 25-hp. motors. The hydraulic line is equipped with Vickers high pressure check valves and pressure release valves. Hydraulic motors are Hydra-Hoist; and the Fawick Airflex clutches are controlled by Westinghouse Air Brake Co. "Controlair" valves.

Protection against corrosion is emphasized throughout. Even the cable is of stainless steel, 1,000 fathoms on each drum, 1/4 inch on one and 3/8 inch on the other. The level-wind mechanism is of stainless steel; and all chain drives are of brass.

Because one drum of the winch may be in operation for an extended period while the other is entirely idle, provision has been made to slip one of the pinions out of engagement to avoid unnecessary gear wear. Pinion shaft in the way of this movement is surfaced with Monel to prevent corrosion which might inhibit disengagement of the gear.

Technical Problem Service Offered by International Paint

Once again, the International Paint Company, Inc., invites all boatmen to bring their painting problems and questions to their display at the 1955 National Motor Boat Show in New York or the Chicago show.

The International Booth will be staffed with experienced Sales and Technical representatives to assist in every way possible.

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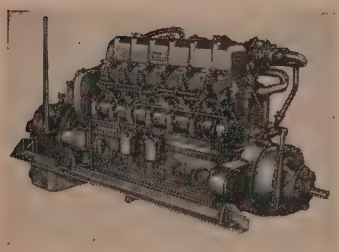
7 pounds, 6 oz.–rarin' to go!



Horsepower: 30 to 255. Two-cycle, 2, 3, 4, 6-cylinder models. Speeds to 1800 rpm. Stationary, mobile, marine. Diesel-generator sets.

How much weight to a horsepower? Take one of our P&H Diesels — divide its weight by its power — and that's the figure you get.

The reason we're so proud of our baby: at 7 pounds, 6 ounces this horse is full grown! No competing diesel can produce a full horsepower to that amount of weight. Pound for pound, this engine out-powers them all.

Dollar for dollar, too. A P&H will give you more horsepower per dollar than any other diesel. And just as a sort of extra, it's also the easiest to service!

Not that it will need much servicing. Actually, a P&H Diesel takes less of it than the old gasoline engine. Its fuel cost: *about one-third.*

Some baby!

P&H Diesel Engine Division, Harnischfeger Corporation, Crystal Lake, Ill.

INDUSTRIAL & MARINE ENGINES, Inc.
804 East Anaheim St.
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THE P&H DIESEL

lowest price per horsepower . . .
lowest weight per horsepower

Longer Closed Periods Off-set Gear's Increased Effectiveness

● Sockeyes will have longer weekly respite from fishing when they seek the Fraser next season.

This seems certain as result of the action of the International Pacific Salmon Fisheries Commission in passing on regulatory proposals for the next season—proposals which will not be adopted formally until after the commission has had time to consider response from the industry, due by January 14.

In particular, the extension of the weekly closure will apply to those areas fished heaviest by gillnets, and obviously are designed to compensate for the increased effectiveness of gillnets as result of the development and virtually universal adoption of nylon webbing. The commission staff considers that this type of netting has increased the effectiveness of the nets by at least 2.5-to-1.

The commission's concern, as expressed at the December meeting, is solely with the discharge of its obligations to (a) secure an escapement sufficient for apparent optimum seeding of the spawning grounds sought by the several races of the run; (b) divide the catch as equally as possible between the fishing fleets of the United States and Canada.

For United States fishermen the biologists recommended a 72-hour weekly closure from June 30 to August 1, a 48-hour closure August 1 to August 8 and a 24-hour closure weekly from August 8 to August 29.

In the Canadian fisheries between the Fraser River mouth and Vancouver Island, recommended weekly closure periods are 96 hours from June 30 to August 9; 96 hours from August 9 to August 30; 72 hours from August 30 to September 15, and a five-day closure from then on.

For the Canadian fisheries in the strait and along the southwest shore of Vancouver Island, the closed periods recommended are 72 hours weekly from June 20 to August 1 and 48 hours from then until August 22.

On the high seas, in international waters, the suggested weekly closures are 72-hour periods from June 30 to August 1 and 48-hour periods from August 1 to August 22.

Nakat Names Wm. Fonken As General Superintendent

H. B. Friele, president of Nakat Packing Corporation, in December announced the appointment of William A. Fonken as general superintendent of the company. He succeeds E. Buschman, who retired in November after being with the company for 32 years.

Mr. Fonken is a veteran cannery superintendent who has handled the operation of several Nakat canneries in recent years.

Weissich Plant Working On 2-Shift Basis

Taking an extended vacation from his plant operations at Eureka, Theo. Weissich expects to remain absent from the plant for about a year, except for occasional visits.

Meanwhile, plant operations are in charge of William "Bill" Werblow, who has been associated with the Theo. Weissich Fish Company for some time. Currently the plant is concentrating on the production of fish sticks and breaded fish fillets and is running two shifts, day and night, employing 18 girls to each shift.

The company has been buying fish from Seattle and Bellingham areas, principally northern cod, which, Werblow states, has been found to be particularly well suited to the package trade emphasized by the concern.

"Andy" Gunderson Dies

Andrew Gunderson, who had been known as "Andy" Gunderson for many years in the fisheries of Southeast Alaska, died in Ketchikan late in the fall of a heart attack. He was 67.

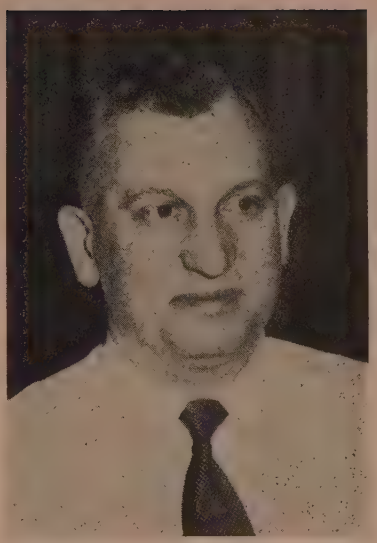
For many years he was superintendent of Southeast Alaska canneries of the New England Fish Co. Then he operated his seineboat *Pirate* in a herring bait business at Ketchikan.

Mr. Gunderson also served in the Alaska legislature for several terms, as did his wife, who died about two years before him.

$100,000 For Fish Dock

Settlement of approximately $100,000 was reached between the Columbia River Packers Association and the owners of a steamer which last May crashed into the company's dock and warehouse at its headquarters location in Astoria.

The dock was wrecked and a large quantity of equipment and stores in the warehouse dropped into the river.



ERWIN HUBE, promoted by Pacific American Fisheries to be assistant to S. G. Tarrant, vice president in charge of production. Mr. Hube also continues as head of the company's engineering department.

P.A.F. Advances Hube To Operations Assistant

Advancement of G. Erwin Hube to the position of assistant to S. G. Tarrant, vice president in charge of operations of Pacific American Fisheries, Inc., is announced by E. E. Willkie, president.

Mr. Hube will continue to serve as head of the P.A.F. engineering department, in addition to his new duties in Operations.

Regarded in the salmon industry as an exceptionally competent individual, Mr. Hube for a number of years was foreman for the Astoria & Puget Sound Canning Co. at Excursion Inlet, with which P.A.F. had a consolidated operation during much of his service.

He joined the P.A.F. permanent staff in 1949, and when the floating cannery *Neva* was commissioned in 1950 he became its superintendent. When the vessel was tied-up in 1953 he spent some time in Alaska as superintendent-at-large, later being advanced to the position of head of the Engineering department. During the 1954 season he was engaged in the study of engineering problems in the several Alaska operations of the company.

In Bellingham he is particularly active in port affairs, and has just completed a term as president of the Propeller Club.

* * *

Mike Aiello, San Francisco fisherman, was badly burned when fire broke out on his combination boat as it was lying alongside a dock at Monterey. Mike jumped overboard to put out the flames in his clothes, and was later hospitalized. The Monterey Fire Department put out the fire on the boat. Just what caused the blaze is not known.

California Tuna Operations—November, 1954

(Approximate figures for tonnage by species and total case pack)

San Diego Species	Tons	San Pedro Species	Tons	Combined Tons
Yellowfin	1,710	Yellowfin	2,364	4,074
Skipjack	3,758	Skipjack	3,423	7,181
Albacore	38	Bluefin	26	26
Bonito	173	Albacore	822	860
Yellowtail	7	Bonito	620	793
		Yellowtail	5	12
Total	5,686	Total	6,660	12,946
Pack in cases	255,233	Pack in cases	306,658	561,891

Ship Seizures Focus World's Attention on 200-Mile Limit

● Action of Peru in seizing several vessels of the Onassis whaling fleet, with an insured value reported as $15,000,000, injected the problem of South American territorial waters into world attention. The vessels are reported to have been fined $3,000,000.

California tuna vessels have been similarly seized under the Peru-Ecuador-Chile doctrine of a 200-mile width of territorial sea. However, the interest and protests aroused by seizure of the tuna vessels has been on a much smaller scale than that triggered by the move against the whaling fleet of Aristotle Onassis, the Greek-born world shipping magnate.

One reason for the commotion, no doubt, was the wide dispersion of national interest involved in the whalers. In general, they are of Panamanian registry. Mr. Onassis is said to be a nationalized citizen of Argentina.

Furthermore, the Onassis fleet is insured by Lloyd's, and the government of Great Britain is reported to have informed Peru that it will demand compensation for any damage suffered by the underwriters as result of the seizure.

With 360 German citizens known to be in the crews of the Onassis fleet, the seizure action induced violent popular protest in Hamburg.

Broadening of the base of attention and protest may be expected to prove of benefit in bringing a solution in line with international law to the acute problem produced for American tuna fishermen by the acts of the three South American republics.

Mason Case Shoulders New Duties With F.C.A.

Mason Case, general manager of the California Commercial Fisherman's Assn., Inc., Terminal Island, has taken over his new position as assistant manager of the Fishermen's Cooperative Assn., San Pedro.

John Real, who has served as manager for the organization of purse seine and net boats for some years, is planning to leave the association after the first of the year to resume his law practice.

Matt Dragich, veteran purse seine skipper, has also taken on new responsibilities in the Cooperative and is currently engaged in all the problems involving the sardine fishery, including rotation of the vessels, limits set by canneries, etc.

Mr. Case will continue to handle the affairs of the California Commercial Fishermen's group, composed of boats fishing Albacore, salmon, etc.

Fisheries Scholarship of $500 offered by Northern Commercial Co. was won by J. Kenneth Vaughn, University of Washington technological student, who here is showing his ash test for fish meal to Volney Richmond, Jr., president of the N-C company.

Bentley Advises Fishery Firms in Venezuela

Ray Bentley, head of Universal Canning Machinery Co., Pacific Grove, Calif., and Mrs. Bentley, are back from a flying trip to Cumana, Venezuela, where Mr. Bentley visited Pescadores de Margarita; Industrial de Pesca; and C. A. Chaimas Industries on his annual consultation trip.

At Cumana sardines are caught with a round haul beach seine. Boats are poled out from the shore, and one man holds the end of the seine on the beach. Fish are pitched out from the seine by hand.

The Bentley's, accompanied by their six-year old granddaughter, flew through Hurricane Edna.

California Oyster Trade Grows at Morro Bay

El Morro Oyster Co., Morro Bay, Calif., plans to pack about 30-40,000-gals. of fresh oysters during the season. It is operated by Mr. and Mrs. George Leage who came from Willapa Bay to Morro Bay about a year ago. They still have an oyster farm at Willapa Bay which is run by their son Orvall who owns a half interest in it.

The Leage's pack is put up in 12-oz. glass jars, mostly small and medium oysters, but some large ones. The oysters, immediately upon being opened are put in a cooler and refrigerated. They are then packed and shipped out via refrigerated truck.

The Leages have 150 acres of oyster farm themselves, but will also buy all the production from the oyster farmers on Morro Bay who are: Brown Oyster Farms, W. C. Brown, manager, who have 200 acres; Allen Campbell Jr., Horn & Reitz, and Dimitroff Bros.

This year about 2,000 cases of seed, imported from Japan through E. H. Bendiksen, Ocean Park, Washington, will be planted in Morro Bay. There are usually two different oyster plantings in that area, one in October and one in March.

Oysterman receive about $1.50 per bushel from the Leages, who also furnish the harvesting equipment. Oysters are harvested by hand at low tide and loaded into a 48 x 30′ self propelled barge with power winches.

B. C. Canneryman Dies

A figure well known in the canning and fishing industry, Robert E. Hepple, died recently in Vancouver, B. C.

Mr. Hepple was a former foreman at the cannery of J. H. Todd & Sons, and was later assistant manager of Canadian Fishing Company at Rivers Inlet.

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Table I — West coasts of North & South America —listing principal ports

Table II — Lower California and the Gulf of California (Mexico)

Table III— West Coast of Central America

Table IV — Costa Rica to Peru and the Gulf of Panama

Table V — Galapagos Islands

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60 Years of Salmon Canning

Ready E. Buschmann for Next Move

• With 60 years of personal and continuous activity in the salmon fishing and canning business behind him, Eigil Buschmann retired this winter as general superintendent of Nakat Packing Corporation, a position he has held for 32 years, since the company was formed in 1922.

This doesn't mean that the man who first fished a power purse seiner in Alaskan waters is going to be idle — not E. Buschmann. He never has been, and doesn't know how.

Established in a private office at 1014 American Building, Seattle (Phone Main 7340), he plans his next move. Will it be in the fish business? Not saying. When will it come? Not certain.

Eigil Buschmann went to Alaska first in 1894, with his father, Peter, and his brother, August. They were running their cannery at the Boca de Quadra that season, and he worked in and for the family properties for years.

In 1907 he took the purse seiner *Ruth* to Alaska — the first powered purse seiner in the Territory—fishing her for the cannery at Hunter Bay.

Then in 1911, with Craig Miller and F. C. Johnstone, he built the first cannery at Waterfall, where later he was to make headquarters. He disposed of his interest in 1913 and joined Northwestern Fisheries Co. as superintendent of its Quadra cannery, remaining with this company through 1917.

In 1917 he became superintendent of the Wiese Packing Co. under Einar Beyer, and also handled the Alaska Pacific Herring Co. plant at Port Walter for Mr. Beyer and his Norwegian associates.

EIGIL BUSCHMANN

In the fall of 1921 he secured an option on the cannery at Hidden Inlet, and the following year the plant was acquired by Nakat Packing Corporation as this subsidiary of the Great Atlantic & Pacific Tea Co. entered the canned salmon business. Mr. Buschmann was appointed general superintendent, and continued in that position for 32 years until his retirement late last fall.

B. C. Herring Fishery Rated Best-Developed

J. R. Townsend, San Francisco fishery consultant, spent last month in British Columbia where the herring fishery is now in full operation.

Mr. Townsend told *Pacific Fisherman*: "I had a fine chance to observe at first hand the extensive use of electronic equipment on the purse seiners.

"There is no question but that the British Columbia herring fishery is the most highly developed operation in the world and the fleet of boats manages to catch the quotas for the various areas with a minimum of effort.

"While in British Columbia some experimental work was done for the Mearl Corp., which is again interested in obtaining herring scales for the manufacture of 'pearl essence' from Pacific Coast herring. This company has now installed equipment for treating the herring scales at Great West Canning Co., Steveston, B. C., and Darby Stewart of the company's Eastport, Me., plant is out from the East Coast to handle this operation."

Mr. Townsend left early in November for Venezuela where he will spend the next month in making a survey of the fishing industry of that country. This is under the auspices of the Corporacion Venezolana De Fomento, the government development corporation, which is said to be desirous to expand both the fishing and plant facilities along the coast of Venezuela.

Nefco Lifts McLoughlin

Promotion of John McLoughlin to the position of assistant manager of New England Fish Co. of Oregon was announced recently by Douglas Hager, manager.

He has been with the company's Astoria staff since 1945, and is a native of New Bedford, Mass.

A. W. Brindle Re-Elected By Alaska Salmon Industry

Alaska Salmon Industry, Inc., members in December re-elected A. W. Brindle of the Ward's Cove Packing Co. president of organization for 1955.

Oscar Bergseth of the New England Fish Co. is first vice president and Charles Turner of Chignik Fisheries Co. is second vice president. Leo T. Kreielsheimer of Kadiak Fisheries Co. is secretary-treasurer.

Directors of the association were chosen regionally as follows:

Bristol Bay—

G. V. Graham, Libby, McNeill & Libby; William B. Wootton, Columbia River Packers Association; L. G. Wingard, Wingard Packing Co.

Westward—

Donald Davis, P. E. Harris Co.; S. G. Tarrant, Pacific American Fisheries; E. E. Murray, Alaska Pacific Salmon Co.

Kodiak Island—

Charles Turner, Kadiak Fisheries Co.; William Calvert, San Juan Fishing & Packing Co.; Aubin Barthold, Alaska Packers Association.

Cook Inlet—

Jack Lind, General Fish Co.; Vance Sutter, Fidalgo Island Packing Co.; Joseph Fribrock, Snug Harbor Packing Co.

Prince William Sound-Copper River—

Joe Most, Copper River Packing Co.; C. F. Johnson, Port Ashton Packing Co.

Southeast Alaska, North—

Cliff Erickson, Keku Packing Co.; Charles D. Alhadeff, Whiz Fish Products Co.; Oscar Bergseth, New England Fish Co.

Southeast Alaska, South—

A. W. Brindle, Ward's Cove Packing Co.; H. B. Friele, Nakat Packing Corporation; William Coyne, Annette Islands Canning Co.

Snider Firm Prepares Coos Bay Operation

Austin Snider, owner-manager of the Snider Fish Company at Eureka, recently announced plans for the construction of a new plant at Coos Bay, Oregon, marking extension of the Snider firm into Oregon territory. Snider states that the company plans to build a $100,000 plant at Coos Bay, to be completed early next summer. The new plant will be designed to handle all types of fish products.

Snider entered the Eureka field about three years ago and the company has made numerous improvements in its Eureka installations since its inception. Currently, the firm has a fleet of boats operating for crab in Oregon waters.

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

January, 1955

Japan's Crab Sales Placed on Joint-Basis

● Resumption of the joint-selling method for Japanese canned crab was one of the most notable steps of the early winter in the marine products business of Japan, according to a report from *Pacific Fisherman's* Tokyo correspondent.

Formerly known as the Hokkaido Canned Food Sales Co., Ltd., a new organization has been set-up under the name of Japan Canned Crab Sales Co., Ltd., with the inclusion of the floating cannery operators, Taiyo Gyogyo K.K. and Nichiro Gyogyo K.K., and Nippon Suisan K.K. These three companies have operated the *Tokei Maru* jointly in the Bering Sea area for the past two seasons.

The canned crab sales company will open its business this month under the presidency of Susumu Masui, former president of Nippon Suisan K.K. His is a heavy responsibility, for it involves the disposition of a high-piled carryover of unsold stocks; plus adjustment of production for the coming season.

Included in the new company are packers of Zuwai crab from the western coast of Honshu, facing on the Japan Sea.

Roughly, the 1954 production of Japanese canned crab reached 485,000 cases, basis 48 halves. Of this, 210,000 cases were King crab, 150,000 cases from shore operations and 60,000 cases from floaters. Hairy crab accounted for 260,000 cases and Zuwai crab for 15,000 cases.

There is no great fluctuation in the price of the floater-pack King crab, but prices of the King and Hairy crab from Hokkaido shore canneries range rather widely according to the volume of the pack.

In the oversea market the quotations for both King and Hairy crab had declined by $2 to $3 at the end of 1954 from prices in the spring of that year. Fancy King crab for the U. S. market dropped from $27 base in the spring to $24 by year-end. Hairy crab, meanwhile, has found no bottom, base price being anywhere from $17 to $15.

At time of writing there were about 100,000 cases of King and Hairy crab unsold in Japan; and this carryover was the principal and most pressing problem of the new joint-sales company. Because its orderly disposition will require important funds, the three large companies have come into the picture, as well as the Hokkai Can Manufacturing Co., Ltd., which has much credit extended to the Hokkaido crab packers, and exercises important influence with respect to disposition of their inventory.

Oyster Specialists—Leo Pearlstein, left, Southern California advertising and sales representative of the Pacific Coast Oyster Growers Association, and A. R. Lantz, at a meeting of the Southern California Fisheries Association. Mr. Lantz, who is associated with Gus Vellis in the frozen fish business, represents Haines Oyster Co. in Southern California.

1955 Salmon Cutting Scheduled for March 15

With a 6-to-1 vote in favor of a 1955 Canned Salmon Cutting the board of the Northwest Branch, National Canners Association, decided early in December to hold the cutting, and scheduled it for March 15.

Inasmuch as no cutting was held last year and plans for 1955 were uncertain, samples were not drawn from the pack during the canning season.

The committee for the cutting is seeking samples from all active packers of 1954, to be drawn randomly from warehouse inventory.

Details of the Cutting program will be worked-out promptly. At time of writing it was known only that the meeting would be held at the Olympic Hotel, Seattle, Tuesday, March 15.

"Pretty Please" Joins List of Cat Foods

Santa Cruz Canning Co., Moss Landing, Calif., Joe Oliveiri, manager, has been busy packing *Pretty Please* cat food in 1-lb. tall cans. The produce is composed largely of fresh ocean fish of various species.

Theobald Brokerage Co., San Francisco is handling the sales of *Pretty Please* cat food.

Monterey Canning Gear Sold to Venezuela

Productos Mar Cumana, Cumana, Venezuela, J. Marcano Hernandez, owner, has purchased the 1-lb. tall packing line machinery through George K. Kuhrts Jr., Standard Steel Corp., of the now-being-dismantled Monterey Canning Co., Monterey.

The machinery was packed and shipped by Ray Bentley, Universal Canning Machinery Co., Pacific Grove.

Mr. Bentley reports that the other three plants in Cumana are going to start packing tuna on a small scale.

Freemans Are Expanding Weissich Firm's Activities

Max and Arthur Freeman, principals in the Theo Weissich Fish Co., Eureka, Calif., together with Mr. Weissich, stated in mid-October that operations at the Eureka plant were expanding, with French-fried fish sticks a major item.

The plant is under the management of Bill Werblow, now that Mr. Weissich has retired on a ranch near King City, Calif. The plant is also breading perch, sole, cod and is active in salmon and crab.

Salmon Sellers Almost Smug In Their Year-End Satisfaction

● Something closely approaching smugness characterized the primary salmon market by the time the pre-Christmas parties started.

At any rate, the situation was sufficiently well in hand for brokers to feel that they could take the phone off their ears and their eyes off their competitors.

The holiday season is normally slack in salmon selling, but this year movement seemed to continue well into December. Shipping orders against commitments kept coming in; and the predicted movement of Chum prices to $16 became general.

There are a few fall Chums left at $15, and it appears that there are scattering consigned stocks about the country which are still offered on the basis of $15 coast; but not many, and they seem to be occasioning no uneasiness.

One sales department's bulletin sums up the situation in a few words:

"Buyers . . . will have difficulty in finding Pinks and Medium Reds at any price. The supply of Alaska Red and Sockeye talls is approaching the danger point. The bountiful pack of Chums, offset by the short pack of Pinks, is reduced to a very comfortable inventory position in the primary market, with many factors completely sold out."

Uncle Sam's Quartermaster Market Center had something to do with developing this condition further during December, when almost 40,000 cases of Red talls were purchased. This business is believed to have taken the last of the new pack of freezership fish off the market.

Price of the first purchase lot of 19,-,000 cases was reported to be $25.80, net, which is equivalent to about $27 trade price. Selling price for the last batch was not available at presstime.

● Hope of getting the salmon promotion program into gear again seemed rather dim just prior to Christmas. There was still a *chance,* but it was slim.

A group of the smaller Puget Sound packers was also continuing to meet in an effort to work-out the problems attendant upon the plan to pool their packs of Sockeyes and to promote and sell under a single brand.

A thoughtful look at the prospective restrictions on Puget Sound Sockeye fishing during the summer of 1955 (detailed elsewhere in this issue) gives further support to the businesslike conviction that the plentiful stock of this species should be considered as the majority of the Sockeye supply for a two year period, with relatively little additional goods to become available next summer; and a $17.50 price for Sockeye can create demand for a lot of fish of that quality.

Clam Chowder Canning Growth Is Impressive

Bart Hackney, Hackney's Inspection Laboratory, Terminal Island, studying the canning of clam products, nation-wide, says that in 1947 11 canneries processed 863,166 cases; in 1952, 1,275,318. The increase shows a four-to-one ratio of chowder over the minced product.

In Southern California several firms are now packing minced clams and clam chowder, including South Pacific Canning Co. and Inspectors Sea Food Co., Los Angeles. Both firms are using Pismo clams brought from Baja California.

largest line of seafoods under one packer's label
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quality keeps customers sold
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Astoria, Oregon

P. F.'s Recipe-of-the-Month—
Chioppino a la Di Massa

• On the theory that consumers will buy more fish, and pay a fair price for it, if they know how to cook it for best results, and the zestful dishes which can be built around a fish, *Pacific Fisherman* proposes to publish a series of recipes of known excellence, developed and used by Pacific fish people for the use of Pacific fish.

The first is Chippino a la DiMassa, as cooked by Johnny DiMassa of the National Seafood Co., Los Angeles.

He uses Orange Rockfish, also known by the trade as Red Rock Cod, and allows a half-pound of fish for each serving—that's a pound for the fellow who comes back for seconds, remember.

Onions, plenty, are sauted in oilice oil; then garlic is added, Mexican chile pepper, parsley.

Then tomato sauce — and Johnny says: "Use liberally." You be the judge as to how liberal you are. In any case, for each can of tomato sauce add one can of water. Cook this five minutes and then add the fish, cut into pieces of serving size. Simmer for 30 to 45 minutes before you test it to taste for further seasoning as you may like it. Salt, of course, and such things as basil, and perhaps oregano.

One thing more, French bread for dunking in the sauce.

That's chioppino. There are variations, of course; and it may be made of lobster or crab. Orange Rockfish is an economical base, but hearty.

Johnny DiMassa of National Seafood Co., Los Angeles, serves the fish he sells, and knows how to serve it best.

Japanese Tuna Packers Examine America Goods

A "cutting" of American canned tuna was held late in the autumn at Shimizu, Japan, one of the country's principal centers of tuna canning. The "cutting" was attended by a representative group of tuna people, including in particular superintendents and technical men from canneries over a wide area.

The can opened and studied had been bought on the open market in the United States last summer by Takeo Baba, managing director of the Japan Canned Tuna Industry Co-operative Association. He also discussed his observations of American tuna canning practice for the group which participated in the cutting.

American Freezer Firm Mild Cures Salmon

For the first time since it has been in business the American Freezer Co., Monterey, Calif., put up a mild cure pack of salmon. Salmon were received at both Monterey and Moss Landing.

Joe Ferrante, retired former manager of the Consolidated Fisheries Inc. branch in Monterey, did the splitting.

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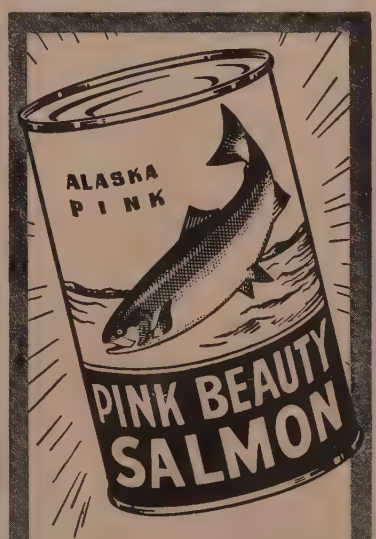

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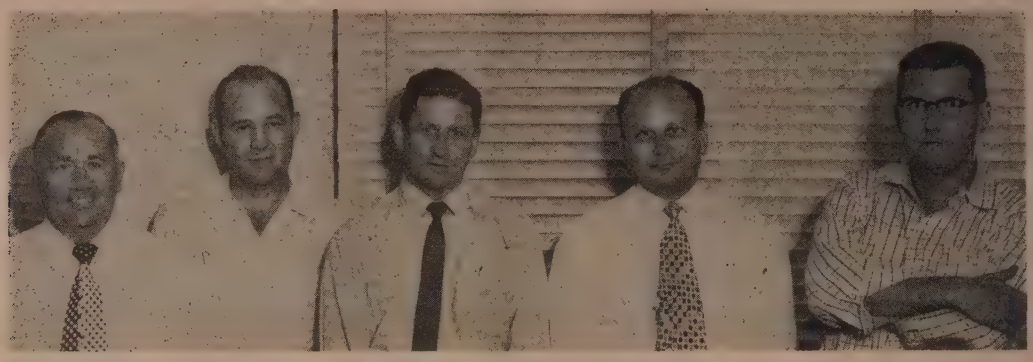

MILES REINKE, secretary of the National Fisheries Institute, with four of his staff in Reinke & Amende, Los Angeles fresh and frozen seafood brokers, recently affiliated with Wilbur-Ellis Co. Mr. Reinke is on the left, followed by William Thompson, E. H. Schultz, Herb O. McBride and Douglas Graham. Added to the staff after the picture was taken is John Butler, formerly of Market Distributors.

"Breast-O'-Chicken" Sales Firm Organized

Breast-O'-Chicken Tuna, Inc., to handle sales, promotions and distribution of all products produced by Westgate-California Tuna Packing Company, was announced in December by its president, James B. Lane. The entire sales force, headed by Harold Requa, Jr., joined the new company.

Reasons given by Mr. Lane are two: The millions of dollars expended in advertising and promotion efforts over many years make it desirable that the name *Breast-O'-Chicken* be incorporated in the name of a company.

Secondly, Mr. Lane said, the growing complexities of producing and selling tuna products dictated the necessity of separating the two functions. Hereafter, Breast-O'-Chicken Tuna, Inc., will have exclusive sales rights for all products produced by Westgate-California Tuna Packing Company. All broker and customer relations will be handled by the new company.

Frank Mercurio Joins Father at Monterey

Frank H. Mercurio, released from the Navy after four years, is now associated with his father, Horace Mercurio, in the marine insurance and boat brokerage business in Monterey.

Horace, a well known purse seine skipper, and later for many years manager of the Monterey Purse Seine Association (boat owner's organization), is also representative for Paul's line of netting and has been selling Paul's Nylon Locknot gill netting for catching sea bass in southern California waters in good quantities recently.

Seattle Market

Canned Salmon prices reported by Seattle brokers at presstime for good quality stocks, fob terminal points, cases of 48 cans unless otherwise specified.

Grade	Price
Alaska Red, talls	$28
Alaska Red, halves	16-17
Alaska King, talls	24-25
Alaska King, halves	15-16
Copper R. King, halves	16.50
Alaska Pink, talls	21
Alaska Pink, halves	13
Alaska Chum, talls	15-16
Alaska Coho, halves	14
Puget Chum, talls	16
Puget Sockeye halves	16½-17½
Crab, Dungeness, ½s 24	11-12

Albacore "Check-Price" Chopped by Japanese

Reduction of $50, from $350 to $300, in the Japanese "check-price" on frozen Albacore was announced in November by the Ministry of International Trade.

This action was strongly advocated by the exporters of frozen tuna; and somewhat against the wishes of the authorities. In view of the fact that the price had been raised from $300 to $350 only last June, they did not like to change it back again so soon, and sought to peg the price at $315.

The $300 price is said to have induced interest and to have resulted in some small deals before the end of November.

West Coast Shrimp Sales Pace Rapid

The sale of shrimp from the West Coast of Mexico through such companies as Crest Importing Co., Reinke & Amende, Marine Products Co., etc., was sharp and quick during December and, with prices reduced considerably from those of 1953, frozen shrimp was moving almost as fast as it was received through customs.

There was some advance in price over October, but of no great amount. Nation-wide, there were reported to be substantial inventories of shrimp, but on the Pacific Coast, the sale of West Coast of Mexico shrimp was encouraging and would continue to hold-up, predictions indicated, well past the holidays.

Trade Commission Acts In Alaska Clam Industry

Complaint following the pattern of that brought against the canned salmon industry and fishermen's unions last year was launched against the Cordova District Fishermen's Union, G. P. Halferty & Co., Halferty Canneries, Inc., just before the holidays.

Federal Trade Commission, as it did in the salmon proceedings, charged conspiracy, monopoly and price fixing. It contends that the union members are independent contractors and not employes of the companies, and that accordingly they cannot bargain collectively over the price of clams.

A. V. Evans, Engine Dealer, Dies at Show

A. V. Evans, president of the Evans Engine & Equipment Co., Seattle area dealer for General Motors diesel engines, suffered a fatal heart attack at the Seattle Boat Show late in November and died within a short time.

Mr. Evans death came at a show which he had done much to bring about from its inception. He was a charter member of the Northwest Marine Industries, Inc., which has sponsored the show for a number of years, and was an active participant in planning and operation of this exceptional exhibition.

Born in Michigan, Mr. Evans was graduated from the University of that state and came to Seattle in 1909. For many years he was intimately associated with the marine engine business in the Puget Sound area. In 1927 he joined the overseas division of the General Motors Corporation and was stationed in Australia for four years, returning to Seattle in 1931.

He established the Evans Engine & Equipment Co. in 1938 and has maintained it as one of the country's noteworthy agencies handling G.M. diesels.

Beside Mrs. Evans, he is survived by three sons, Bruce F., Charles R., and Philip M. Evans, all of Seattle; and a daughter living in California; and two brothers, Ronald K. Evans of Michigan and Cecil R. Evans of Pennsylvania.

Clipper Seller—John M. Murphy is the newly appointed sales manager for National Steel & Shipbuilding Corp., San Diego, which recently completed the 127' clippers Cabrillo and Dominator. W. E. Hirtensteiner is vice president and general manager of the corporation.

Packing of Mackerel Looks Up in Nov.

California canneries processed in November, approximate figures, 3,340 tons of mackerel for a case pack of 50,574. Because mackerel was being caught in the sardine nets during the sardine season, which was scheduled to close February 1 in Southern California, the production for November was considerably higher than for October when only 418 tons were landed.

Total production for the first eleven months of 1954 in mackerel: 17,719 tons. The year of 1953 produced 29,863 tons with a case pack of 593,259.

The case pack of anchovies, California, for the first 10 months of 1954: 17,382 as compared to 37,551 cases for the first 10 months of 1953, a considerable reduction, it is apparent.

California canners report a definite slump in the domestic and foreign mackerel market, despite the shortage of sardines during the past few years in California ports.

* * *

Kent Dahl, skipper of the Seattle combination boat **Friendship,** has repowered the boat with a rebuilt GM 6-71 purchased from and installed by Shoreline Diesel Maintenance Co., Fishermen's Wharf, San Francisco. The engine was also equipped with a Wilbur front power take-off.

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LOS ANGELES — SAN PEDRO

KING CRAB "KINGS"—Quintet of leaders in the Alaska King Crab fishery who told the FAWS administrators that a shot-gun closure to protect moulting crabs might kill the industry. Left to right: Capts. J. E. and Ed Shields of Nordic Maid Fisheries; H. A. Schurman, Island Seafoods Co.; Lowell Wakefield, Wakefield's Deep Sea Trawlers, Inc.; William Hingston, Washington Fish & Oyster Co.

Crabbers Ride at Sea Anchor In Heavy Economic Weather

● Crab operations along the Pacific Coast ran into heavy going market-and-inventory-wise shortly before the first of the year, and ground to a stop in Oregon and Central Alaska.

King crab canning operations of the Kodiak area came to a close in December because of market weakness; and operators there did not expect to resume until early summer. Thus it appears that the spring closed season which the Fish and Wildlife Service proposed actually was invoked under the economic laws.

Southern Oregon crab fishing opened fair, but with the crabs light. Initial price to the fishermen was 12c per lb., but after the fresh market got its fill the buyers dropped their offers to 10c. This was when fishing was confined to the southern half of the Oregon coast. With the December 15 opening of the north half and the Washington coast fishery it was expected that some buyers would be paying 11c, and some possibly 12c, but close observers felt that if the production was more than the fresh market could absorb readily the low price of canned goods would force the price down to 10c. In mid-winter the crabs generally are quite light and buyers for canning purposes count 10c as about their top offer.

"By and large," said the spokesman of one large operator in December, "you can't count on even a modest consistent profit in crab canning if you pay more than 10c per lb. for ocean-run crabs."

The price of canned Pacific crab, in cases of 24 tuna-size tins, ranged at presstime from $12 down to $11, and with some available at $10.50.

With a market like that, the Kodiak King crab canners decided to close down until sales could catch up with production.

● *LIVE KING CRABS*—An interesting variation of the King crab business was staged in December when the crabber *Totem* delivered a load of about 2,700 live King crabs at Bellingham, having brought them down from the Kodiak area. The vessel is equipped with facilities for keeping crabs alive in her flooded hold, and brought her last load south as an experiment. She is owned and operated by Parker Ellingsen and Cory Kaldestad.

Another December delivery which served to give the fresh and frozen King crab market a flush supply was the load of the *Michele Eve*, a Bristol Bay freezership owned by Malaspina Fisheries, and operated by that company and the Alaska Shellfish Co. under a joint arrangement, arrived at Seattle from the Alitak area of Kodiak Island with a heavy load of King crab meat and crab-in-shell.

Biggest producer of the King crab fleet, the 145′ steel trawler *Deep Sea* also returned with a substantial load just before the holidays.

Northern Products Moves From Bell St. Terminal

Northern Products Corporation, Seattle and New York company specializing in mild cured and frozen salmon, moved its Seattle offices recently from Bell Street Terminal, where it has been located for many years, to a suite at 705 Terminal Sales Bldg., Seattle.

While they are located off the waterfront, Robert Dignon, manager, says they find the uptown location very much to their liking after more than 20 years in the Bell Street location.

Native Canneries, Hard Hit By Losses, Due for Reforms

● Sweeping reform and reorganization of the Alaska Native salmon canning ventures is to be expected.

This became plainly evident at the annual meeting of the Alaska Native Brotherhood, when W. Barton Greenwood, assistant commissioner of Indian Affairs, said:

"In all candor, I do not believe the government can or should continue pouring money, as it has in the past, into canneries which are not organized on a sound financial basis, and where there is no reasonable prospect of successful operations.

"Most of the Native canneries, quite frankly, are in bad shape."

He indicated that future activities of the Native canneries probably would involve consolidated operations or having their fish custom-canned by other operators.

William Olson, Alaska regional director of Indian affairs, told the Brotherhood that only two of the five Native salmon canning ventures were "getting by".

These are Metlakatla's Annette Islands Canning Co. and the Hood Bay Salmon Co. of the Angoon community. Of these two, Metlakatla had a severe loss in 1953, but fared reasonably well in 1954. Hood Bay made a modest profit in 1954, Mr. Olson said.

The other three—Kake, Hydaburg and Klawock—sustained crushing losses in 1953. These were announced by Mr. Olson as follows:

Keku Canning Co., Kake, lost $300,000.

Klawock Oceanside Packing Co., Klawock, lost $100,000.

Hydaburg Cooperative Association, Hydaburg, lost $150,000.

He said further that loans made by the government to Native communities in Southeast Alaska, in order that they might finance the fishing activities of their members had not proven generally successful. It appears that the Native communities at Ketchikan, Hoonah and Petersburg are in default on loans aggregating about $143,000; and that those at Sitka and Wrangell owe about $85,000.

In-Can Chunking Machine for Tuna

Chunk style light meat tuna has generally outdistanced other packs in volume.

For example, August, 1954, saw a production of 500,067 cases of chunk, light meat, as compared to 112,768 cases of light meat solid. On the other hand, it appears that the solid pack of the more costly Albacore is greater than the chunk pack of white meat tuna. There always has been a high consumer demand for the chunk pack which sells, of course, for less than solid. For these reasons tuna canners have big stakes in their chunk pack production and in increasing or maintaining high quality control.

Tony Ostoich, in company with Andrew Christiansen, veteran designer and inventor of fish cannery equipment, became interested in a study of various chunk packs and their appearance on cutting. As a result of the belief that there would be devised other methods of packing the popular chunk-style, they worked out a hand model of a machine which, simply, is designed to chunk solid tuna right in the can.

In modern tuna canneries today, chunks are customarily secured by cutting the fish in stainless steel belts,

CHUNK-CUTTER in the hand model is demonstrated here by Tony Ostoich for Andrew Christiansen, who designed the in-can chunking machine.

using various types of blades, and passes further along conveyor belts before it is packed, generally by compression into cans by automatic packing machines.

Christiansen believes that his machine, known as Quality Pack Control, can take the tuna which has been solid-packed by the Carruthers Pak-Shaper and, by chunking immediately in the can, reduce handling and operate at a speed suitable for efficient mass production and high quality.

By adjustment of the two sets of blades in the machine, Ostoich and Christiansen believe it will be possible not only to chunk in the can but to dice or shred tuna or salmon. They state that chunking in the can, before oil and salt are added, increases a desirable absorption of the oil by the tuna.

The first hand operated machine has been sold in Houston, Texas, Ostoich reports, and the two men are in the process of contracting to have the machine manufactured for large scale tuna canning.

One of Christiansen's inventions in the early part of 1940 was a sardine tall can-filling machine in operation in many canneries in Terminal Island.

Bristol Bay Improvement Projects Recommended

Construction of a small boat basin at Dillingham, Alaska, at a cost of $338,000, and annual maintenance of $9,000, is being recommended by the Corps of Engineers.

Removal of boulders at 23 locations in the Naknek River is also being recommended.

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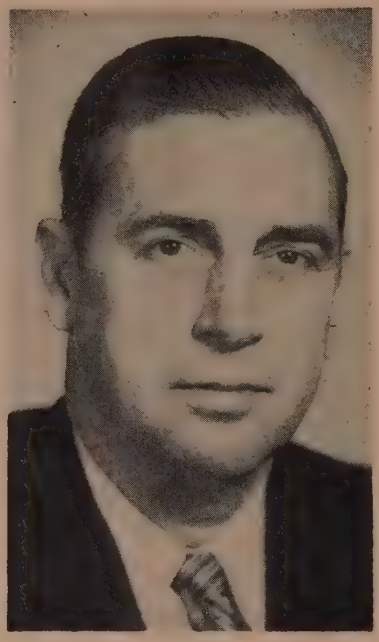

H. M. Blinn

Harry G. Bratt

Wm. W. Hodgson, Jr.

Continental Can Revises Pacific Management Pattern

Sherlock McKewen, vice president, Pacific Division, Continental Can Company, Inc., recently announced a new management setup for the company in the Pacific Division. With the growing volume of business for Continental on the Pacific Coast, together with its increasing complexity, it has become necessary to divide the management of the Division by establishing a general manager for the California District of the Company and a general manager for the Pacific Northwest District. These general managers will, in effect, be "deputy vice presidents" for their own areas. All plant managers and district sales managers within the area will report directly to the new district general manager. Mr. McKewen added that by decentralizing the task of coordinating division operations and by dividing the task of physical coverage of the division territory, it is expected that the following objectives will be attained: (1.) More specific and concentrated attention will be given to problems at the local level. (2.) Decisions and actions will be expedited by further decentralization and authority. (3.) The division vice president will be given greater opportunity to discharge those executive functions concerning planning, programming, and the determination of over-all division policy.

Mr. McKewen announced the appointment of H. M. (Hoddy) Blinn as general manager of the California District, with headquarters in the Pacific Division Office, Russ Building, San Francisco. The California District will comprise the geographical area presently serviced by the San Francisco and Los Angeles Sales Districts of the company. This will include the company's plants at Sacramento, Stockton, Oakland, San Jose, Los Angeles, Terminal Island, and Pittsburg. Mr. Blinn is a 25 year veteran with Continental, having begun his career at the company's Cincinnati plant as a timekeeper. Mr. Blinn worked through the sales department in the Cincinnati office of the company and was appointed district sales manager there in 1943. He was transferred to the Pacific Coast as district sales manager for the San Francisco District in

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948. Until Mr. Blinn's recent promotion, he had been serving as manager of sales for the Pacific Division since 1951.

Mr. McKewen also announced the appointment of Harry G. Bratt as general manager of the Pacific Northwest District with headquarters in the Yeon Building, Portland, Oregon. The Pacific Northwest District will comprise the geographical area presently served by the company's Portland Sales District. This will include the company's plants located at Portland, and Seattle and Walla Walla, Wash. Mr. Bratt has served the company on a wide variety of positions throughout the United States and Cuba. In 1948, Mr. Bratt was transferred to the Pacific Division as division manager of manufacturing. In 1951 he was promoted to New York as general manager of manufacturing. Subsequently in 1952 this position was changed to general manager of production engineering. In July, 1954, Mr. Bratt was transferred to the Pacific Division as special assistant to Mr. McKewen, on which position he remained until his recent appointment.

As a result of the appointment of Mr. Blinn, William W. Hodgson, Jr., has been promoted to the position of manager of sales for the Pacific Division with headquarters in San Francisco. Mr. Hodgson originally began his career with Continental in 1934 as a salesman in Los Angeles. He was the district sales manager for the Company in Los Angeles from 1936 to 1944, at which time he was transferred to a similar position in San Francisco. Mr. Hodgson left the Company for approximately three years beginning in 1946 and returned in 1949 as district sales manager in the Pacific Northwest, where he served until his recent promotion to manager of sales for the division.

Eureka Albacore Landings Shrink to Minimum

Albacore operations during the 1953 season provided small returns to northern California fishermen and operators at Eureka, with the total catch estimated at less than 30,000 pounds. The figure represented a marked decline from the 264,531 pounds recorded in 1953. By comparison with other recent seasons, the port received 2,219,000 pounds in 1952 and 1,481,715 pounds in 1950, although returns were negligible in 1951.

Most of the Albacore were taken in one brief run during late August, with only scattered deliveries after that time.

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Northwest Fisheries Assn. Makes Ruthford President

E. A. "Gene" Ruthford, vice president of San Juan Fishing & Packing Co., was elected president of the Northwest Fisheries Association at its recent annual election. He succeeds John McCallum of McCallum--Legaz Fish Co.

Vice president is Palmer G. Olson of New England Fish Co., while R. A. Littlefield of Seattle Seafoods, Inc., was chosen secretary and W. E. Eardley Jr. of Eardley Fisheries, Inc., treasurer.

New directors named to the board were Lawrence Dressel, Frank Erickson and E. J. Johnson; while re-elected directors included: Myer A. Bornstein, Bellingham; Stephen Chase, Everett; Mark Calvo, N. E. Weitkamp, Mr. Ruthford and Mr. Olson.

Charles R. Pollock is executive secretary of the association.

Pauley Process Canning Tuna by New Method

Pauley Process, Inc., is now operating the fish canning plant formerly known as the Midway Packing Co. at Grover City, Calif., a few miles south of San Luis Obispo, and will be packing tuna under the patented Pauley process, according to company officials.

Elton V. Tognazzini, owner of the Port of San Luis at Avila, is president of Pauley Process, Inc., and Mrs. Harold Pauley, Edwin Pauley, and John McHose are directors of the company.

Manager is John Hodges, formerly identified with the fish processing business in Honolulu and later with Harold Pauley, when they leased part of the West Coast Packing Co. in San Diego. Al Eder, also well known in the tuna packing industry, is superintendent.

Both local and imported tuna will be canned, according to Messrs. Tognazzini and Hodges. A feature of the Pauley process is that tuna passes from the thawed to canned state in 45 minutes as against many hours by conventional methods, the company officials told *Pacific Fisherman*. Cooking time is also much less than that usually employed.

The company has moved its own machinery in from Los Angeles and San Diego. The machinery was designed by Harold Pauley, and built by Luthi Machinery & Engineering Co., Gardena, Calif. There is also special machinery for boning, skinning and quartering tuna. American Can Co. closing machines and cans are used.

NIMBLENESS is essential in a successful seiner, and the remarkable maneuverability attained by **Ivana** with her new 300-hp. Atlas diesel engine is a principal reason why Capt. Celestin Radil is so thoroughly satisfied with his vessel, an active factor in the British Columbia winter herring fishery. She seines salmon during the summer season. The vessel is 72' long and had a smaller Atlas for a number of years. Its performance led Capt. Radil to Atlas again when he wanted more power.

LINES and LEADERS

Marathon "Poly-Glaze" Cartons Used for Pre-Cooked Foods

Marathon Corporation, Menasha, Wis., has announced development of a new polyethylene coated carton board especially designed for frozen prepared food items.

The new "Poly-Glaze" frozen food cartons are constructed of Marathon solid bleach board, dry waxed, and coated on the inside panels with a specially developed polyethylene coating that withstands conditions necessary when packing a great many frozen prepared foods or pre-cooked items today.

When Marathon's exciting new "Poly-Glaze" was tested with several boards now used for packing prepared foods, results showed the "Poly-Glazed" board remained rigid and firm where other boards become soft and pliable. No grease penetration was observed even after several hours of standing at room temperature. No peeling or stripping was noted.

"Poly-Glaze" cartons are now available in several popular sizes and designs, including the Marathon leak-proof No. 10 style.

Radiomarine Instruments For Fishermen Are Featured

The Radiomarine Corporation of America introduces its newest radar, loran, radiotelephone and depth recording equipment, as well as display its current radiotelephones and fish-finding devices, at the National Boat Show, New York City, this month.

A new radar is designed for fishing craft, or any vessel on which space and power supply are limited. The new Radiomarine Loran is especially suitable for installation aboard fishing craft, where such equipment is proving almost indispensable.

Another stalwart in the Radiomarine line is the new Echograph, a sturdy, 3-range depth recorder for use on fishing boats, where its ability to indicate fish makes it a "must" for fishermen.

Electronic Fish Finder

Radiomarine features its new electronic fish-finder, Fischlupe, which locates fish, spots underwater hazards that hang fishing nets, aids navigation and functions as an underwater depth indicator. Fischlupe, which means "Fish-Lens," is one of the newest and most modern cathode-ray-type depth sounders and is especially designed to function as an electronic fish-finder. The greatest advantage of the cathode ray tube in its function as a fish-finder is that it provides a clear visual indication of fish reflections. It is so sensitive it detects and shows whether the reflection on the scope is being made by a single fish or a school.

The cathode ray tube measures depth and display echoes downward through the water on the same basic principle that a radar scope measures distance through the air. Thus, when the powerful supersonic signals are transmitted downward, the echoes from the sea bed, schools of fish, rocks, wrecks, plankton, etc., are returned and presented on the cathode ray tube.

A school of fish appears as short horizontal traces on the cathode ray tube. The depth at which the school appears can be read directly from a calibrated scale. The school can then be magnified to give larger horizontal traces. This is done by merely turning a switch. The face of the tube will then show an eight-fathom vertical area. This, or any other eight-fathom vertical area, may be moved up and down and accurate measurements made of the depth and density of the school.

Goodrich Rubber Bearings Featured for 31 Years

B. F. Goodrich Cutless rubber bearings were first displayed at the annual National Boat Show 31 years ago and have been displayed there every year since.

Cutless bearings are made of oil-resistant rubber and are not affected by sludges and waste chemicals often found in waters where boats operate. The unique bearings are lubricated by water and thus repel gritty abrasive particles which cause damage to bearings of other types, which makes them of special value to fishermen working in inshore waters.

Kuralon Brings New Epoch In Japan's Fish Industry

Japanese fishermen have used "Kuralon" synthetic fibre nets for three years and have proven its exceptional qualities, according to a report from S. Miyake, spokesman for Kurashiki Rayon Co., which was the first firm to produce this synthetic fibre on a large scale. Kuralon is manufactured from a base of lime and coal and Mr. Miyake says that it closely resembles cotton fibre, and accordingly has been used largely in nets which in the past have been made of cotton. He says that Kuralon netting is repaired as easily as cotton, but of course is entirely resistant to decay in the ordinary sense.

Writing **Pacific Fisherman** about Kuralon, he says:

"Development of synthetic fibres has contributed immensely to the welfare of mankind throughout the world. One of the conspicuous examples of this is the use of Kuralon in nets by the fishing industry of Japan, where it today plays an epoch-making role in the catching of fish.

"This synthetic fibre has completely eliminated the annual loss due to rotting of cotton netting. Its benefit is a double one: saving of cost and labor; and increasing the catch.

"Kuralon is an absolutely new synthetic fibre, although it resembles cotton and nets made from it can be as easily repaired. The cost is about 50% more than that of nets made from natural fibres, but the Japanese government is strongly recommending its use to the fishing industry because of its long life and fishing efficiency.

"It is reported that as a result of the growth of the use of Kuralon a very interesting phenomenon is appearing. Many fishing operations which were nearly in bankruptcy due to the high cost of fishing nets and other materials have recovered fortunately as a result of having adopted Kuralon nets. Many groups of fishermen, it is also reported, have appealed to their managements for the immediate adoption of this netting, because labor can be saved and the catch of fish can be increased immensely at the same time.

"On the other hand, Kuralon net is greatly appreciated in districts where seasonal fishermen work also in agriculture, as they do not need to devote much time to care of their nets immediately upon their return from fishing."

Famous Lathrop Engine Line To Be Strengthened by Union

The Lathrop Engine Company in Mystic, Conn., known to the marine engine industry since the pioneering days, was acquired early this year by the Union Manufacturing Company of New Britain, Conn.

The purchase of Lathrop by the Union represents the combination of two well established and respected Connecticut companies. Lathrop's operation began in 1897 and Union's in 1865.

Walter F. Skillin, president and treasurer of both companies, has announced that an extensive modernization program is well under way at the Mystic plant under the direction of C. B. Herrmann, general manager. Manufacturing techniques which have played such an important role in Union's success in recent years are being put into effect at Lathrop, as well as the installation of modern equipment.

And new things are on the drawing board. The engineering staff is working on the design of new models to be added to both the gasoline and the diesel line. Some things, however, will not change at Lathrop. The past policy of quality first will still continue and many of the shop personnel who have helped maintain the Lathrop reputation for dependability and

ng life are being retained. Many of these en have been employed at Lathrop for er twenty-five years.

The Union Manufacturing Company has ld strictly to a policy of sales through stributors. This same policy is being set at Lathrop under the direction of Mr. oward E. Fuller, Sales Manager.

A wide range of both gasoline and diesel gines are currently available from 30 200 hp., including low, medium and gh speed models.

Leader of the Lathrop line is the com- ct, lightweight, high speed LH series hich ranges from 5 to 145 h.p. Smallest of ese models is the LH-4, a 4 cylinder gine which develops 45 h.p. at 2800 r.p.m. ith a displacement of only 133 cubic ches. Next is another 4 cylinder engine, e LH-Master with 70 h.p. at 2500 r.p.m. llowed by six 6 cylinder LH models of , 90, 100, 120, 132 and 145 h.p.

In the medium speed category are the o famous Lathrop Mystic models of 130 p. at 1800 r.p.m. and 175 h.p. at 1535 r.p.m. Engineers' and Standard Models are athrop's slow speed engines with a range om 30 to 118 h.p.

Four diesel engines complete the line. e 4 cylinder Lathrop D-60 is rated at h.p. at 900 r.p.m. The D-100, DH-120 and H-200 are 6 cylinder engines with 100, 120 d 187 h.p. respectively.

aint Firm Finds Fishermen ke More Color on Boats

Featured colors in the Pettit Paint Com- any's "Shipendec" line for 1955 show shing boat owners becoming more and ore color conscious," John Pettit, presi- ent, states, "and the wide choice of light toned colors our company is introducing this year will enable the boat owner to select a shade that will add distinction and character to his craft."

The popularity of color over regular whites has been reflected in increased sales of all shades of paint this past year, according to the company, which anticipates a growing demand for its colors.

Snow-Nabstedt Features 175 Hp. Marine Hydraulic Transmission

Out of its full line of "Joes" and "S-N" marine gears, the Snow-Nabstedt Gear Corporation this winter is featuring the 175 h.p. at 1600 r.p.m. hydraulically-actuated marine transmission.

This gear is a great favorite with fishermen because of its quick-shifting characteristics, resistance to long service, automatic adjustment of clutch for normal wear, heavy shaft herringbone gearing and exceptional oil pump capacity, giving which forward and reverse engagement.

Red Wing Engines Celebrate 50 Years With Full Line

The largest and most complete line in its half-century in the marine industry will be made available in 1955 by the Red Wing Marine of Red Wing, Minn., observing its golden anniversary this year.

The new line, according to William King, general manager, will consist of three categories. These are the Meteor Series, which has four lightweight high-speed gasoline engines ranging from 20 to 150 h.p.; the Arrowhead Series, with gasoline engines from 10 to 100 h.p.; and the Diesel Series with five engines ranging from 45 to 200 h.p.

All of the 13 Red Wing engines will be available for distribution to the trade during the 1955 season. All of the engines are designed to deliver the maximum of power, dependability and economical operation which has characterized the Red Wing line for the past 50 years.

Engines in the Red Wing Diesel Series have been redesigned to include features resulting from war-time experimentation and testing. They are particularly suited for heavy duty service. They are simple to operate and maintain, according to Red Wing officials.

The diesel line includes four 6 cylinder engines, the 100 H.P. D6-100, the 140 H.P. D6-140, the 160 H.P. D6-160, and the 200 H.P. D6-200. Light-weight work horse of the diesel series is the 45 H.P. D4-45. This is a 4 cylinder engine, which will retail for $1995.00, which will make it the lowest priced diesel on the market.

Paxton-Mitchell Manufacturing Baker Refrigeration Machines

Paxton-Mitchell Company, Omaha, is reactivating the Baker line of ammonia compressor refrigeration machines, Christian H. Petersen, sales and service manager of P-M announced this week. For a year - and - a - half Paxton - Mitchell has stocked parts for Baker machines.

The first Baker machine off the line will be the F6-B, a 3½" stroke and 3½" bore machine. If the demand warrants it, the company is planning to make the full line. Baker machines are used by fishing fleets and fish freezing and cold storage plants on the west coast.

Johnson Outboards Carry Protection Against Theft

Johnson Motors has developed a system of affixing serial numbers on motors which should materially reduce the number of outboard motor thefts.

On any outboard, the serial number is the only positive method of identification. Owners register the numbers of newly purchased motors with the Johnson factory, and a record is kept on permanent file.

Experience, however, has proved that the serial number plate can be removed, and replaced with another.

Johnson engineers have designed two serial numbers—one in the usual place for easy reference, the other on a metal plug which is inserted in the cylinder block of the motor. The plug is so designed that it cannot be removed without leaving a permanent mark on the cylinder. If it has been, the motor is obviously stolen.

Free Training Program for G.M. Diesel Engine Owners

West Coast Engine & Equipment Co. and the Detroit Diesel Engine Division of General Motors are offering a service training program for the men who do the work.

On January 17, at the West Coast Engine & Equipment plant, 1077 Eastshore Highway in Berkeley, Calif., will be a million dollar G. M. Diesel Power Service Training Laboratory where you will get the service training you want, the way you want it. This will be a down-to-earth, practical training program, on G. M. Diesel "Know How," that takes in preventive maintenance, trouble shooting and tune-up of all three series of engines, plus torque converters, marine reverse gears and power take off units.

* * *

Pesquera Peninsular, Ensenada fish processing firm, has, through Bill Murphy of San Diego, purchased the San Francisco purse seiner **Sunlight**, complete with net, from Nick Damato and partners.

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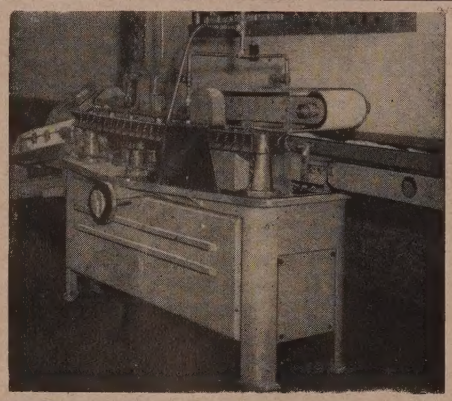

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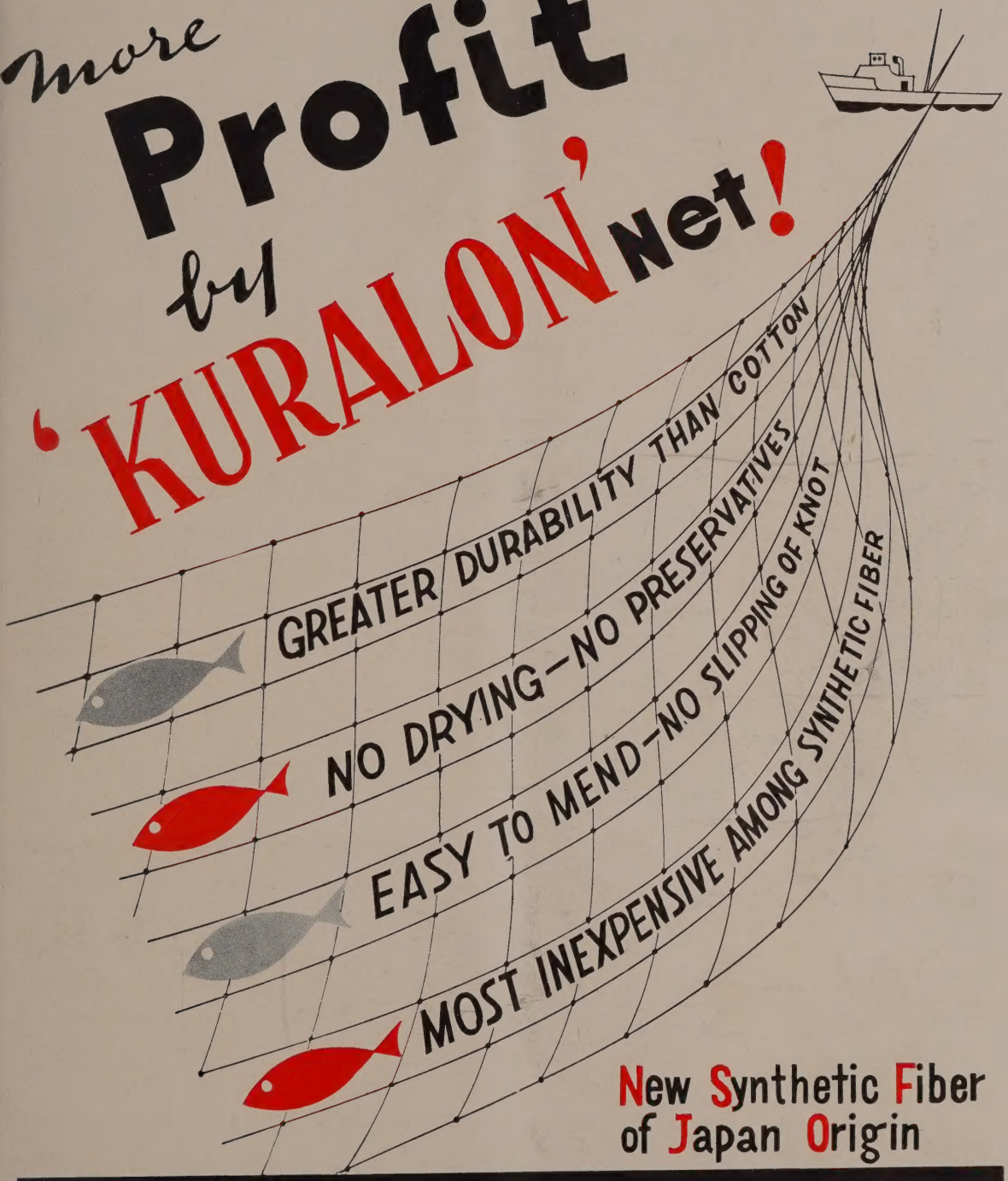
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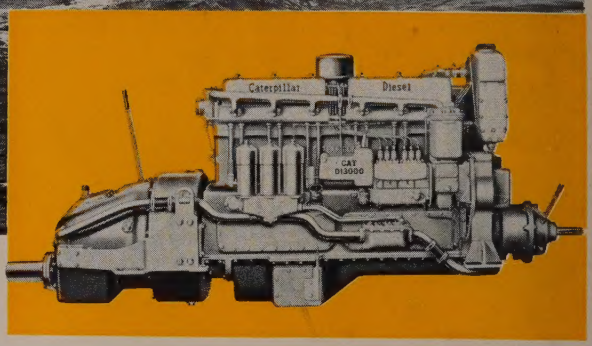

Jack Tarantino, of San Diego, California, knows he'll keep busy fishing when he's out in his boat *Sal C.* She's a 58-footer, with 17-foot beam, and draws 8½ feet with a full 35-ton load. Swinging her 42 x 34 inch three-blade propeller is a CAT* D13000 Marine Engine.

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